
JODHPUR RAILWAY

ANNUAL REPORT

1932-33

SECTION I

Report by the Manager.

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SECTION I

AGENT'S REPORT.

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Jodhpur Railway.

FROM

J W GORDON, Esq. O.B.E.,

MANAGER,

Jodhpur Railway

TO

THE SECRETARY,

RAILWAY BOARD

Simla

Jodhpur, the 50th June 1933

SIR,

I have the honour to submit herewith my report for the financial year 1932-33 on the general administration and financial results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway

ANNUAL REPORT.

The following statement brings into prominence the more important features of the operation of the Jodhpur Railway during the year 1932-33 together with similar information for the year 1931-32

General Summary

Particulars	JODHPUR RAILWAY	
	1931-32	1932-33
Mileage Open—		
1 Single line	976 72	975 27
2 Double line		
3 Total Route Mileage	976 72	975 27
4 Total Trunk Mileage	1 157 96	1 136 45
Capital and Revenue Earnings and Expenditure—		
5 Total Capital Outlay including Surplus on Open Line	Rs 4 89 27,210	Rs 1 91,96,657
6 Gross Earnings	84 27 001	85 70,658
7 Gross Earnings per train mile	5 18	5 38
8 Working Expenses	75,12 920	72 57 790
9 Working Expenses per train mile	5 28	5 20
10 Net Earnings	9 84 0 1	13 76,848
11 Percentage of total working expenses to Gross Earnings	63 40	61 07
12 Percentage of Net earnings on Total Capital Outlay on Open Line	6 50	6 73

3 The earnings from passenger Traffic of the several Railways amounted to Rs 32,35,825/- in the year under review as compared with Rs 30,44,113/- in the previous year, resulting in an increase of Rs 1,91,712/-

The statement below shows the number of, and earnings from passengers carried by classes for the different Railways —

RAILWAY	CLASS	NUMBER				EARNINGS			
		1931-32	1932-33	Increase	Decrease	1931-32 Rs	1932-33 Rs	Increase Rs	Decrease Rs
Jodhpur Railway (Jodhpur Section)	1st	2,661	2,591		70	39,137	35,767		3,350
	2nd	16,084	15,968		98	1,07,826	1,03,913		3,913
	Inter	33,851	35,625	1,774		51,940	53,524	1,584	
	3rd	1,935,676	1,968,015	32,339		19,73,692	21,07,911	1,34,219	
Jodhpur Hyderabad Railway (British Section)	1st	1,076	1,054		22	8,004	8,741	237	
	2nd	11,349	11,355	6		40,762	39,956		806
	Inter	52,975	47,868		5,107	42,107	42,187		80
	3rd	1,076,038	1,106,791	30,753		7,12,329	7,69,026	56,697	
Mirsapurkhas Khadro Railway	1st	19	18		1	113	8		33
	2nd	545	402		123	1,034	644		1,034
	Inter	3,925	4,154	229		3,284	3,556	272	
	3rd	99,661	111,436	11,775		63,735	69,900	6,165	

The improvement in Passenger Traffic and Earnings accruing therefrom is attributable to —

- (i) Improved local traffic
- (ii) Hindu Marriages
- (iii) Ardh Kumbha Mela at Hardwar
- (iv) Revision of fares of III Class and Inter Class by Mail, for distances up to 50 Miles on Marwar Railway Junction-Hyderabad (Sind) Section from 1-4-1932
- & (v) The marriage of His Highness the Maharajah of Jaipur Celebrated in April, 1932

4 The total earnings from Goods traffic of the several Railways amounted to Rs 43,50,984/- as compared with Rs 45,36,819/- in the previous year. The decrease is, therefore, Rs 1,85,835/-

The tonnage carried in the year under review is 840,296 against 788,675, in 1931-32 i.e. an increase of 51,621 tons

The following table shows tons carried and earnings derived therefrom for the various Railways —

Railways	Tons carried				Earnings			
	1931-32	1932-33	Increase	Decrease	1931-32	1932-33	Increase	Decrease
	Tons	Tons	Tons	Tons	Rs	Rs	Rs	Rs
Jodhpur Railway (I Section)	682,733	728,289	45,556		51,924	51,57,927		3,44,677
Jodhpur Hyderabad Railway (British Section)	282,761	316,501	33,740		10,22,521	11,64,240	1,41,719	
Mirsapurkhas Khadro Railway	10,245	12,500	2,255		21,673	25,500	3,827	

The decrease in earnings, notwithstanding increase in tonnage carried on the Jodhpur Railway is due to greater traffic having been carried short distance. Average miles, a ton of goods was carried this year, is 128 against 142 in the previous year.

Particulars		JODHPUR RAILWAY	
		1931-32	1932-33
Equipment —		No	No
13	Locomotives	108	107
14	Passenger Carriages	237	238
15	Other Passenger Carriages	86	86
16	Goods Stock	2,603	2 600
17	Motor Inspection Trolleys	5	6
Passenger Traffic —			
18	Number of passengers carried	3,064,017	3,142,023
		Miles	Miles
19	Passenger Miles	147,765,329	157,606,583
20	Average journey	48 23	50 2
		Rs	Rs
21	Earnings from passengers carried	30,44,113	32,35,825
		Pies	Pies
22	Average rate charged per passenger per mile	3 96	3 94
		Rs	Rs
23	Total Coaching Earnings	35,25,795	37,26,893
Goods Traffic —		Tons	Tons
24	Number of Tons carried	788,675	840,296
		Miles	Miles
25	Net Ton Miles	112,207,583	107,872,718
26	Average haul	142	128
		Rs	Rs
27	Earnings from tonnage carried excluding refunds	45,36,819	43,50,984
28	Average rate charged for carrying a ton of goods one mile	7 82	7 78
		Rs	Rs
29	Total Goods Earnings	45,52,262	43,71,854
30	Miscellaneous Earnings	3,48,944	4,71,891
		No	No
31	Number of employees on 31st March 1933	6,772	6,733
32	Number of Stations on 31st March 1933	147	147

2 The statement below exhibits, Capital invested, return on Capital Outlay, Gross Earnings, Net Earnings, and Operating ratio of each of the Railways comprising the system, at the close of the year 1932-33 with similar figures for the previous year

Railways		Total capital outlay including construction and suspense	Total capital outlay on open line including suspense	Return on capital outlay given in column 3	Gross Earnings	Net Earnings	Operating ratio
1		2	3	4	5	6	7
		Rs	Rs	Rs	Rs	Rs	Rs
Jodhpur Railway	1931-32	4,47,63,923	3,96,36,888	6 46	63,61,723	25,58,592	59 78
	1932-33	4,48,60,401	3,97,28,617	7 18	62,22,795	28 53,323	54 15
Jodhpur Hyderabad Railway (British Section)	1931-32	84,31,695	84,31,695	5 57	19 71,761	4,69,379	76 19
	1932-33	86 06,548	86,06,548	4 87	22,40 864	4 19,338	81 29
Mirpurkhas Khadro Railway	1931-32	8,58,657	8,58,657	6 53	93,517	56,110	40 00
	1932-33	8,61,493	8 61,493	7 45	1,06,979	64,187	40 00
Total	1931-32	5,40,54,275	4,89,27,240	6 30	84,27,001	30,84,081	63 40
	1932-33	5,43,28,442	4,91,96,658	6 78	85,70 638	33,36,848	61 07

3 The earnings from passenger Traffic of the several Railways amounted to Rs 32,35,825/- in the year under review as compared with Rs 30,44,113/- in the previous year, resulting in an increase of Rs 1,91,712/-

Passenger Traffic

The statement below shows the number of, and earnings from passengers carried by classes for the different Railway —

RAILWAYS	CLASS	NUMBER				EARNINGS			
		1931-32	1932-33	Increase	Decrease	1931-32	1932-33	Increase	Decrease
		Rs	Ps	Ps	Rs	Rs	Ps	Ps	Rs
Jodhpur Railway (Jodhpur Section)	1st	2,661	2,501		70	30,137	35,787		5,650
	2nd	16,654	15,958		696	1,07,506	1,01,013		6,493
	Inter	33,551	35,625	1,774		51,040	53,528	1,588	
	3rd	1,935,676	1,968,015	32,339		19,73,692	21,07,911	1,319	
Jodhpur Hyderabad Railway (British Section)	1st	1,076	1,054		22	8,004	8,741	237	
	2nd	11,349	11,355	6		40,782	39,056		1,726
	Inter	52,975	47,869	5,106		42,107	42,107		
	3rd	1,076,358	1,066,791	9,567		7,12,329	7,62,926	50,597	
Mierpurkhas-Khadro Railway	1st	10	18	8		113	80		33
	2nd	525	402	123		1,034	844		190
	Inter	3,925	4,154	229		3,284	3,558	274	
	3rd	99,661	111,436	11,775		63,765	69,900	6,135	

The improvement in Passenger Traffic and Earnings accruing therefrom is attributable to —

- (i) Improved local traffic
- (ii) Hindu Marriages
- (iii) Ardh Kumbha Mela at Hardwar
- (iv) Revision of fares of III Class and Inter Class by Mail, for distances up to 50 Miles on Marwar Railway Junction-Hyderabad (Sind) Section from 1-4-1932
- & (v) The marriage of His Highness the Maharajah of Jaipur Celebrated in April, 1932

4 The total earnings from Goods traffic of the several Railways amounted to Rs 43,50,984/- as compared with Rs 45,36,819/- in the previous year. The decrease is, therefore, Rs 1,85,835/-

Goods Traffic

The tonnage carried in the year under review is 840,296 against 788,675, in 1931-32 i.e. an increase of 51,621 tons

The following table shows tons carried and earnings derived therefrom for the various Railways —

Railways	Tons carried				Earnings			
	1931-32	1932-33	Increase	Decrease	1931-32	1932-33	Increase	Decrease
	Tons	Tons	Tons	Tons	Rs	Rs	Rs	Rs
Jodhpur Railway (I Section)	682,733	728,289	45,556		31,92,606	31,57,020		35,586
Jodhpur Hyderabad Railway (British Section)	282,765	316,701	33,936		10,22,500	11,03,241	80,741	
Mierpurkhas-Khadro Railway	10,215	12,300	2,085		21,675	28,609	7,134	

The decrease in earnings, notwithstanding increase in tonnage carried on the Jodhpur Railway is due to greater traffic having been carried short distance. Average miles, a ton of goods was carried this year, is 128 against 142 in the previous year

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1931-32 —

Commodities	1931-32	1932-33	1931-32	1932-33	DIFFERENCE			
	Tons	Tons	Rs	Rs	Tons		Rupees	
					Increase	Decrease	Increase	Decrease
Fuel —								
1 Coal & Coke and patent fuel —								
(a) For the public	9,266	8,784	14,781	15,078		482		294
(b) For Foreign Railways and Home Line Construction								
(c) Total	9,266	8,784	14,781	15,078		482		294
2 Oil fuel	1,712	2,059	27,429	33,895	47		6,466	
3 Firewood and other fuel	6,503	6,015	15,710	19,092		518		682
Heavy Merchandise —								
4 Rice in the husk	317	453	1,642	2,137	130		415	
5 Rice not in the husk	1,581	12,439	1,56,154	1,31,675		1,142		24,179
6 Gram and pulse	39,178	36,569	2,90,971	3,30,729		2,609	39,758	
7 Wheat	43,181	38,622	2,62,085	2,03,578		4,558		58,507
8 Jawar and Bajra	1,647	22,929	2,93,517	1,55,965		8,718		1,37,552
9 Other grains	39,917	20,486	4,49,351	1,77,412		19,431		1,71,919
10 Marble and stone	131,421	114,895	3,06,583	2,23,079		19,526	16,496	
11 Salt	36,687	26,798	1,66,451	1,20,282		9,889		46,169
12 Sugar refined and unrefined	9,616	10,075	76,513	85,153	409		6,640	
13 Wood, unwrought	1,938	5,241	27,857	31,067	303		3,210	
14 Metallic ores	2	2	56	16				40
15 Oil seeds	20,604	36,044	1,45,126	2,12,241	15,440		1,67,115	
16 Cotton raw, pressed	15,639	18,850	3,29,609	2,06,867	3,211			1,22,742
17 Pea (in bulk)	1,847	2,065	78,816	90,192	221		11,376	
18 Kerosene oil (in bulk)	488	595	10,364	15,520	107		2,956	
19 Molasses (in bulk)								
20 Total Heavy Merchandise	392,063	446,066	24,97,275	21,83,913		45,997		3,13,362
Light Merchandise —								
21 Cotton raw, unpressed	5,671	15,982	71,439	1,47,559	10,311		76,120	
22 Cotton manufactured	10,600	11,075	1,71,697	1,70,011	475			1,646
23 Fodder	5,335	9,220	30,112	45,000	2,888		12,593	
24 Fruits and vegetables fresh	6,707	5,118	55,009	36,136		589		1,873
25 Gari, jaggery and molasses (not in bulk) etc	15,711	11,052	1,32,908	1,21,596		1,649		11,312
26 Jute, raw	50	101	241	58	51		111	
27 Iron and steel wrought	11,923	12,733	2,09,108	2,16,668	510		7,560	
28 Kerosene oil in tins	7,456	5,455	1,49,027	1,13,597		2,018		25,430
29 Petrol in tins	1,015	800	36,770	27,385		212		9,385
30 Tobacco	3,517	3,585	62,225	63,776	68		1,518	
31 Provisions	13,594	14,010	1,82,656	1,76,515	416			6,111
32 Manures (all kinds)	45	605	44	710	563		256	
33 Total Light Merchandise	83,624	91,778	10,74,952	11,17,386	11,111		12,434	
34 Other commodities	90,371	74,561	6,81,210	7,01,310		15,810	20,100	
35 Total (General Merchandise)	566,058	515,365	42,51,137	40,02,601		50,693		2,50,828
36 Military traffic	502	614	11,281	10,697	112			581
37 Live Stock	118	1,379	5,890	20,000	931		14,113	
38 Railway materials	65,389	78,601	62,060	90,171	1,212		27,774	
39 Materials and stores on Revenue account —								
(a) Fuel	4,739	42,242	91,669	99,976		1,477	8,267	
(b) General stores and materials	95,025	18,217	1,125	59,214	90,159		7,961	
(c) Total	1,00,764	22,459	1,12,822	1,59,190	88,712		16,228	
40 Total all Commodities	788,675	810,233	45,81,943	41,64,894	51,621			1,55,835

Brief explanations for the principal variations are given below.—

INCREASES—

Oil Fuel—The increase of Rs 6,466, - is due to greater traffic from *Via* Hyderabad (Sind) to *Via* Kuchaman Road

Gram & Pulse—The increase of Rs 39,758/- is chiefly due to improved traffic from *Via* Kuchaman Road and Chilo Junction to *Via* Hyderabad (Sind). The increase would have been much greater, had there been no falling off in traffic *Via* Chilo Junction to *Via* Marwar Railway Junction

Marble & Stone—The increase of Rs 16,496/- is the result of more booking of stone from Fedusar quarries to stations beyond Jodhpur Railway *Via* Marwar Railway Junction, Sujangarh, Kuchaman Road and Chilo Junction

Sugar refined & unrefined—The increase of Rs 6,640, - is chiefly due to greater movement of traffic from *Via* Kuchaman Road to *Via* Hyderabad (Sind)

Oil Seeds—The increase of Rs 1,67,115/- is partly due to improved traffic of cotton seeds from stations on the Jodhpur-Hyderabad Railway (British Section) to stations on the Jodhpur Railway (Jodhpur Section) and beyond *Via* Kuchaman Road, Sujangarh and Chilo Junction and partly to greater traffic from *Via* Kuchaman Road of rape seeds and from *Via* Chilo Junction of Torta seeds to *Via* Hyderabad (Sind)

Cotton Raw, unpressed—The increase of Rs 76,120/- is entirely due to heavy local traffic on the Jodhpur-Hyderabad Railway (British Section)

Fodder—The increase of Rs 12,593/- is entirely due to improved local traffic on Jodhpur Railway (Jodhpur Section)

Iron & Steel wrought—The increase of Rs 7,560/- is due to greater movement of traffic from *Via* Hyderabad (Sind) to *Via* Kuchaman Road and Sujangarh

Live stock—The increase of Rs 14,133, - is due to (1) greater number of live stock having been booked from stations on the Jodhpur Railway (Jodhpur Section) to stations beyond *Via* Marwar Railway Junction, and (2) improved local traffic

Railway Materials—Increase of Rs 27,774/- is due to more material received for relaying 15.6 miles on main line, Jodhpur-Hyderabad Railway (British Section)

Fuel on Revenue Account—The increase in earnings, notwithstanding the decrease in tonnage earned is due to the levy of a Surcharge Tax at 15 per cent from 15-1-1932 on the total freight

General Stores and Materials on Revenue Account—The increase of Rs 7,961/- is due to more revenue stores having been carried

DECREASES —

Rice not in the husk —The decrease of Rs 24,479/- is due to less traffic from *Via* Hyderabad (Sind) to stations on the B B & C I Railway *Via* Marwar Railway Junction

Wheat —The decrease of Rs 58,507/- is partly due to a falling off in the importation of wheat into Marwar from *Via* Chilo Junction, Sujangarh, Hyderabad (Sind) and partly to less traffic from *Via* Chilo Junction to *Via* Marwar Railway Junction. The decrease would have been still greater had it not been counterbalanced by an increase in traffic from stations on the Jodhpur Hyderabad and Mirpurkhas-Khadro Branch Railways to *Via* Hyderabad (Sind)

Jawar and Bajra —The decrease of Rs 1,37,552/- is chiefly due to reduced imports of this commodity into Marwar from *Via* Kuchaman Road, Chilo Junction, Sujangarh and Hyderabad (Sind)

Other Grains —The decrease of Rs 1,71,919/- is due to—

- (i) Decline in traffic from *Via* Kuchaman Road, Chilo Junction and Sujangarh to stations on Jodhpur Section
- (ii) Falling off in traffic from *Via* Chilo Junction and Kuchaman Road to *Via* Hyderabad (Sind)
- (iii) Less traffic from *Via* Chilo Junction and Sujangarh to *Via* Marwar Railway Junction

Salt —The decrease of Rs 46,169/- is chiefly due to falling off in the booking of Salt from Pachpadra to stations beyond *Via* Kuchaman Road

Cotton Raw-pressed —The decrease of Rs 1,22,742/- is chiefly due to decline in traffic from —

- (i) *Via* Kuchaman Road and Chilo Junction to *Via* Hyderabad (Sind)
- (ii) Stations on the Jodhpur Railway (Jodhpur Section) to *Via* Hyderabad (Sind)

The decrease would have been still greater had it not been counterbalanced by an increase in traffic from,—

- (i) *Via* Marwar Railway Junction to *Via* Hyderabad (Sind)
- (ii) Stations on the Jodhpur-Hyderabad Railway (British Section) to *Via* Hyderabad (Sind) and Marwar Railway Junction

Gur, Jagree and Molasses —The decrease of Rs 11,312/- is due to less traffic carried from *Via* Kuchaman Road to stations on the Jodhpur Railway (Jodhpur Section)

Kerosene Oil —There is an increase of Rs 2,956/- under Kerosene Oil in bulk and a decrease of Rs 25,430/- under Kerosene Oil in tins, resulting on the whole in a decrease of Rs 22,474/- This is due to less movement of traffic from *Via* Hyderabad (Sind) to stations beyond *Via* Marwar Railway Junction, Kuchaman Road and Sujangarh

Provisions—The decrease of Rs 6,141/- is due to less traffic from *Via* Hyderabad (Sind) to *Via* Marwar Railway Junction and Kuchaman Road

5 Statement below shows train miles for the year ending 31st March, 1933, compared with the corresponding period of the previous year — Train Miles.

Description of trains	WHOLE SYSTEM,			
			DIFFERENCE	
	1931-32	1932-33	Increase	Decrease
Passenger	417,505	345,642	.	71,663
Mixed	957,625	955,383		2,242
Goods	224,773	242,953	18,160	
Departmental	27,312	48,038	20,726	
Total	1,627,235	1,591,216		35,019

The decrease in passenger train miles is due to the conversion of the following passenger trains into Mixed from the dates noted against each —

- (a) 5 Up Ex-Kuchaman Road to Jodhpur from 20-12-1931
- (b) 6 Down & 8 Down Ex-Merta Road to Kuchaman Road from 20-12-1931

The decrease would have been still greater, had it not been counterbalanced by the running of special trains in connection with the marriage of His Highness the Maharajah of Jaipur celebrated in April, 1932

The decrease in Mixed Train miles is due to the cancellation of the following Mixed Trains —

- (1) 73 Up and 74 Down Ex-Jodhpur to Marwar Railway Junction and vice versa from 16/10/1931
- (2) 25 Up and 26 Down Ex-Parbatsar City to Makrana and vice versa from 15/11/1931
- (3) 43 Up and 44 Down Ex-Sujangarh to Degana and vice versa from 9/1/1932
- (4) 33 Up and 34 Down Ex-Sujangarh to Ladnun and vice versa from 10/1/1932
- (5) 31 Up and 32 Down Ex-Sujangarh and Ladnun and vice versa due to re-alignment of Degana-Sujangarh Section from 1/5/1932

The decrease would have been still greater had it not been averted by the following —

- (1) Owing to re-alignment of Degana-Sujangarh Section the distance of the Section was increased by 4 miles and, consequently the running of 29 Up and 30 Down on this Section was increased by 8 miles per day from 1/5/1932
- (2) 10 Down Mixed was extended to run ex-Luni Junction to Jodhpur from 15/8/1932. (20 miles per day)

The increase in goods train miles, irrespective of fall in goods earnings is due to the following causes —

- (i) More goods traffic was carried but for shorter distance
- (ii) There was greater traffic in Sind towards Up direction consequently empties had to be hauled in Down direction
- (iii) Foreign Railway empties had to be hauled back to Junctions due to pooling arrangement having been withdrawn with effect from 1st January 1933

The increase in Departmental Train mileage is due to the running of more Ballast trains than in the previous year

Analysis of Working Expenses

6 The Working Expenses of all the Railways comprising the system were Rs 52,33,790/- in the year under review against Rs 53,42,920/- in the previous year

The following table shows the working expenses by departments —

Departments	Works	METRE GAUGE			
		1931-32	1932-33	DIFFERENCE	
				Increase	Decrease
		Rs	Rs	Rs	Rs
Engineering	Maintenance of Way & Works	11,85,199	11,92,686	7,487	
Locomotive	Maintenance & Renewal of Engines, Cost of Fuel and other expenses attributable to motive power	15,96,637	14,42,025		1,54,612
Carriage and wagon	Maintenance & renewal of Carriage and wagon Stock	7,85,285	6,09,497		1,76,788
Traffic	Commercial & Transportation	8,55,695	8,53,907		1,788
Agency and others	Management, Audit, Medical, stores and Police	5,76,693	5,73,654		2,839
Miscellaneous	Law charges, Compensation, Contribution to provident fund etc	3,43,411	5,62,821	2,19,410	
	Total	53,41,920	52,33,790		1,09,130

Engineering — The increase under this head amounts to Rs 7,487/- as detailed below —

	Rs
(a) General Administration	12,028
(b) Ordinary Repairs & Maintenance	65,425
(c) Replacement & Renewals	—69,966
Total	7,487

(a) *General Administration* — The increase of Rs 12,028/- is due to —

- (i) Fewer Officers being employed on Construction during 1932-33 than in the year 1931-32 and less amount charged off to F.I.-4 "Leave allowances in England" in 1932-33
- (ii) Grant of usual annual increments to staff

The increase would have been greater but for (i) Retirement of high paid Supervisors and Permanent Way Inspectors and (ii) larger credits having been afforded to the head "Contingent Office Expenses" on account of the stock of forms transferred to the State and less expenditure due to economy measures.

(b) *Ordinary Repairs & Maintenance* - The increase of Rs. 65,425 - is due to —

- (i) Heavier repairs to bridges over the Jodhpur Section of the Railway having been carried out during the year 1932-33 due to heavy rains.
- (ii) Severe restrictions being placed on expenditure for repairs to Service Buildings, Residential Staff Quarters and Station Machinery during 1931-32 on account of the general need for economy which could not be repeated during 1932-33.
- (iii) More new Minor works being undertaken during the year 1932-33, than in 1931-32.
- (iv) Heavier programme of ballasting works being carried out during the year under review.
- (v) Write back on account of Relaying and Re-alignment of Samard-Sujanpatti Section of the Jodhpur Railway having been carried out during the year under review.

The increase would have been greater but for the larger credits afforded on account of materials released from replacement and renewal works on the Jodhpur Section.

The change in allocation of credits for materials released from Renewal and Replacement works has been brought into force from the 1st April 1932 on the British Section and from the 1st August 1932 on the Indian State Section. From these dates credits are afforded to Abstract III "Miscellaneous Earnings."

(c) *Replacement & Renewals* — The decrease of Rs. 69,966/- is due to heavy adjustments for the write back of the Original Capital cost of certain works over the Jodhpur Railway (Jodhpur Section) having been carried out during 1931-32, whereas during 1932-33 the adjustments were not so heavy.

The decrease would have been greater but for the following write-backs —

- (i) The capital cost of additional waterways on the Samdari-Bhinmal line.
- (ii) The Capital cost of relaying 15.6 miles on the main line of the British Section.

Locomotives — The decrease under Locomotive amounts to Rs. 1,54,612 - as under —

	Rs.
(a) General Administration	—14,436
(b) Ordinary Repairs & Maintenance	—41,495
(c) Operating Expenses	—1,00,041
(d) Replacement & Renewals	13,600
Total	—1,54,612

(a) *General Administration* —The decrease is due to —

- (i) Vacancies caused by the retirement of certain subordinate staff having been filled by Junior men drawing lower salaries and also to certain posts not having been filled as an economy measure
- (ii) The post of an Assistant Loco Superintendent having been brought under reduction consequent on the economy campaign

(b) *Ordinary Repairs & Maintenance* —The decrease of Rs 41,495/- is due to strict economies having been effected in the drawing of materials for repairs to Locomotives in 1932-33

(c) *Operating Expenses* —The decrease of Rs 1,00,041/- is due to -

- (i) Charges on account of Interest on Capital cost of Locomotives debited to the Jodhpur-Hyderabad Railway having been shown under Abstract "G" instead of to this Abstract
- (ii) To retirement of certain staff failing in the eye-sight test examination and to their places being filled by lower-paid staff
- (iii) Less travelling allowances having been drawn consequent to less Engine miles run during 1932-33
- (iv) To losses on Stores through verification and shortage on coal being less than in the previous year

The savings would have been greater but for the rate of water supplied by the State having been increased from Six annas per 1000 gallons to Eight annas with effect from 1-9-1932

(b) *Replacement & Renewals* —The increase of Rs 1,360/- is due to more machines having been replaced in 1932-33 than in 1931-32

Carriage & Wagon—The following heads contributed to the decrease of Rs 1,76,788/- as under -

	Rs
(a) General Administration	—12,036
(b) Ordinary Repairs & Maintenance	—18,383
(c) Operating Expenses	—1,37,630
(d) Replacement & Renewals	—8,739
Total	<u>—1,76,788</u>

(a) *General Administration* —The decrease of Rs 12,036/- is due to the same reasons as explained in item (a) under Locomotives

(b) *Ordinary Repairs & Maintenance* —The decrease of Rs 18,383/- is due almost entirely to fewer repairs to Coaching and Goods stock having been carried out during the year under review as an economy measure

The savings have been counterbalanced by a greater number of New Minor Works having been undertaken during the year

(c) *Operating Expenses* —The decrease of Rs 1,37,630/- is due to —

- (i) The transfer of charges on account of Interest on Capital cost of vehicles from this head to Abstract 'G'
- (ii) To reduction and retirement of subordinate staff as economy campaign
- (iii) Less loss on Stores through the stock Adjustment Account

(d) *Replacement and Renewals* —The decrease of Rs 8,739/- is due to fewer replacements of stock and machines having been effected during the year 1932-33

The saving would have been greater but for the condemnation of certain Goods vehicles

Traffic :—The decrease of Rs 1,788/- is distributed as under —

	Rs
(a) General Administration	1,506
(b) Ordinary Repairs and Maintenance	—569
(c) Operating Expenses	—2,725
Total	—1,788

This abstract as a whole shows a net decrease of Rs 1,788/- which is trifling, but as savings in various directions were counterbalanced by increases in others, the following particulars are mentioned —

Decreases due to —

- (i) Reduction of 6 temporary Travelling Ticket Examiners and one Probationary Inspector and certain Guards consequent on the cancellation of certain train services and to closing of stations as a measure of economy.
- (ii) Rigid economy effected in the supply of stationery and forms
- (iii) Payment for Traffic Expenses at Joint Stations being less than during the previous year

Increases due to —

- (i) Larger payments to foreign railways for Conference hire and Penalty charges on interchanged stock due to the introduction of the Linking System
- (ii) Usual annual increments to staff
- (iii) Part pay of Station Masters—where there are no Signallers—having now been debited to this Abstract against Abstract 'T' previously debited

Agency and Others —The decrease of Rs 2,839/- is mainly due to —

	Rs
(a) Leave Allowances in England .	—7,335
(b) Agency .	—2,599
(c) Accounts and Audit Department (including cash and pay)	13,493
(d) Stores Department	—10,143
(e) Medical Department	8,733
(f) Telegraph Department	—8,459
(g) Government Telegraph Department for rent and office furniture and appliances	3,032

(a) Less leave allowances having been paid to officers in England during 1932-33 than in the year 1931-32

(b) Due to the Manager of this Railway having proceeded on leave during 1932-33 and certain posts having been kept vacant in order to effect economy

(c) Due partly to the Auditor's pay having been charged for the full year during 1932-33 against 8 months only in the year 1931-32 as the Officer was on leave and partly to his successor being appointed on special Audit work a month and a half before reversion to Government Service of the retiring Auditor

(d) To retirement of Assistant Controller of Stores Mr A E DeMellow drawing higher rate of salary and being re-placed by another man drawing lower salary and also to reduction in subordinate staff consequent on the re-organization scheme having been brought into effect from 1-12-1932

(e) To charges on account of contribution to Hospitals and Medicines having been debited to this Abstract during 1932-33 against Abstract 'G' in the year 1931-32

(f) Due to the part pay of Station Masters now being debited to Abstract E instead of to Abstract F, as previously charged

(g) Due to the introduction of the Train Control system over the Lum Junction-Marwar Junction Section

Miscellaneous —The increase of Rs 2,19,410/- is attributable to the following —

The interest charges on the Capital cost of Locomotives and Vehicles debitable to the British Section having been shown under this Abstract instead of to Abstracts B & C to which these charges were previously debited

The excess has been partly counterbalanced by (1) charges on account of "Contribution to Hospitals and Medicines" having been debited to Abstract F, (2) Smaller amount of gratuities having been paid during the year than in the last year, and (3) Purchase of less materials having been effected consequent on the general need for economy involving less freight, etc

The figures of Working Expenses are further analysed as under —

HEADS	1931-32	1932-33	Difference	
			Increase	Decrease
	Rs	Rs	Rs	Rs
General Administration	12,73,134	11,37,730		1,35,404
Ordinary Repairs and Maintenance	14,33,830	14,41,841	8,011	
Operating Expenses other than fuel	14,15,837	15,10,091	94,254	
Fuel	6,01,697	6,03,051	1,354	
Renewal and Replacements	6,18,422	5,41,077		77,345
Total Working Expenses	53,42,920	52,53,700		1,09,130
Deduct Non Budget Worked Lines	37,407	42,792	5,385	
Suspense	76,735	58,967		17,748
Net Working Expenses	53,82,248	52,49,985		1,32,263

7. The table below give the Capital Expenditure (excluding construction and suspense) against final heads for the year 1932-33 as also similar information for the previous year —

Capital Expenditure

HEADS	EXPENDITURE ON					
	1931-32			1932-33		
	1931-32	1932-33	Difference	1931-32	1932-33	Difference
	Rs	Rs	Rs	Rs	Rs	Rs
1 Structural Engineering works	1,23,792	1,40,000	17,108	57,211	1,18,104	60,893
2 Equipment	62,013	—12,679	—74,692			
3 Rolling Stock	1,01,427	27,751	—76,072			
4 General charges	1,552	—55	—2,010			
5 Collieries						
6 Miscellaneous						
Total	2,90,784	1,55,214	—1,35,569	57,211	1,18,104	60,893

8 Stores Balances — The statement below shows the position of Store Balances on 31st March, 1933, compared with the previous year —

Stores Balances

Year	Stores Balances
1931-32	Rs 12,93,475
1932-33	12,30,421
Difference	—63,854

The decrease of Rs 62, 844/- is due to the following reasons —

- (1) Revision of rates of second hand wheels with axles for material trolley, from Rs 37-8-0 to Rs 50/- per pair and return of material from the Engineering Department 2,000
- (2) Transfer of unoperated stores, such as, spare parts of Engines and vacuum and workshop machinery and tools —30,000
- (3) Heavy return of rails and steel sleepers by the Engineering Department 94,000
- (4) Transfer of 3 bogie underframes to surplus Stores for sale to Junagad Railway .. —27,000
- (5) Receipt of one Ford Car released from Survey Works 1,000
- (6) Heavier issue of leather Beltings and bamboos for Capital works and reduced purchase of Petrol on account of completion of Construction and Survey works —5,000
- (7) Reduced demand for furniture —2,000
- (8) Curtailment in the scale of uniforms . —4,000
- (9) Appreciable issues of mild steel bars and plates —34,000
- (10) Transfer of unoperated stores and Logic underframes from Revenue to Suspense 15,000
- (11) Change in allocation of stationery from 1-8-32 Formerly it had been charged off directly to Abstracts but now to Capt J R Stores 5,000
- (12) Nil purchases of Teak wood —44,000
- (13) Less receipt of coal during March, 1933, as the coal contracts were entered into on 27-2-1933 . —34,000

Compensation Claims

9. **Compensation Claims**—The following table gives the net amount paid on claims compensation as compared with the previous year —

	Amount Paid		Difference	
	1931-32	1932-33	Increase	Decrease
	Rs	Rs	Rs	Rs
(i) Jodhpur Railway (Jodhpur Section)	1,297	-489		1,786
Jodhpur Hyderabad Railway (British Section)	440	-189		629
Total	1,737	-678		2,415

The table below gives the number of claims dealt with during the year under review —

Particulars	1931-32	1932-33
	No	No
Number of Claims on hand from previous year	110	93
Number of Claims received and reopened	674	574
Total	784	667
(ii) Number of claims settled by payment	361	262
Number of Claims declined and withdrawn	330	295
Number of Claims on hand at the close of the year	93	110

Staff

10 **Staff**—The total number of employees at the end of the year 1932-33 was 6,733 against 6,772 in the previous year,—

Particulars	STAFF AND COST				Difference	
	1931-32		1932-33			
	No	Cost	No	Cost	No	Cost
Europeans	26		24		—2	
Anglo Indians	21		17		—4	
Indians	6,725		6,692		—33	
Total	6,772	26,77,549	6,733	25,83,734	—39	—93,815

The saving of Rs 93,815/- is due to the following reasons —

- | | |
|---|-----------|
| (1) Retirement of certain officers and subordinate staff of offices and sheds on attaining the age of 55 years and to their posts having been filled by incumbents drawing less pay, and also to certain posts not having been filled as a measure of economy | Rs 30,000 |
| (2) Certain running staff having been retired on their failure in the eye-test examination | 5,000 |
| (3) Less labour charged on Renewals and Replacements of programme works and ordinary maintenance | 25,000 |
| (4) Less gratuities having been paid | 18,000 |
| (5) Reduction of 6 temporary Travelling Ticket Examiners and Guards and one Probationary Traffic Inspector, consequent on the general depression and to the reduction effected in the rate of allowances | 15,000 |

The above savings would have been still greater but for the grant of the usual annual increments to the staff

11 (a) Overhead facilities for watering carriages were provided at Marwar Junction

Improved facilities on Open Line

(b) Passenger Sheds and water huts were provided at 3 stations on the Khadro Branch

(c) Further ballasting was carried out on the Main line

(d) Additional waterways were provided on the Samdari-Raniwara Branch

(e) A core oven for the Iron Foundry and an extension to the wagon shop were provided in the workshops at Jodhpur

(f) 15.6 miles of old 50 lbs track on the Jodhpur-Hyderabad Railway were relaid with secondhand 80 lbs rails

(g) Parcel cages were provided at the following stations —

- 1 Rohat
- 2 Dundara
- 3 Marwar Lohawat
- 4 Marwar Mathania
- 5 Malwara
- 6 Bishengarh
- 7 Ramsar

12 Accidents and Floods — During the months of July and August 1932, the Samdari-Raniwara Branch was breached, on three separate occasions, due to heavy rains and entailed an interruption in traffic for 7 days on the last occasion

Accidents and Floods

Due to the Pichark Bund overflowing, the line was breached between Bhawri and Bilara, resulting in an interruption in traffic for 11 days

There were no serious accidents during the year under review

13 Important New Works — The re-alignment between Sanvrad and Sujangarh was opened on May 1st, 1932

Important New Works

14 Conveniences and facilities for passengers —

Mixed trains — (a) From May 1, 1932, 31 Up and 32 Down between Sujangarh and Ladhun was cancelled due to re-alignment of Degana-Sujangarh Section (18 miles per day)

Important alterations in train services

(b) From May 1, 1932 the running of 29 Up and 30 Down was increased by 8 miles per day consequent on the re-alignment of Degana-Sujangarh Section

(c) From August 15, 1932, 10 Down Mixed was extended to run Ex-Luni Junction to Jodhpur (20 miles per day.)

The following is a comparative statement of the train miles per day on the 31st March 1932 and 1933

Details of Trains	31st March 1932	31st March 1933	Difference
	Miles	Miles	Miles
1 Mails	839	839	
2 Other passenger Trains	84	84	
3 Mixed Trains	2 581	2 591	10

Vendor's Stalls

15 **Vendors Stalls**—Without any change in the number of Vendor's Stalls, one vendor has been increased at each of the following stations —

- 1 Gotan
- 2 Luni Junction
- 3 Mirpur Khas
- 4 Tando Alahyar

Waiting Halls or sheds for 3rd class passengers

16 New sheds were provided at each of the following stations —

- 1 Patoyun
- 2 Khan (Sind)
- 3 Naoabad

Provision of benches at Stations

17 No additional benches were provided at any station platform or in any 3rd class waiting hall or shed

New stations opened for paid telegraph traffic

18 The following stations were opened for paid telegraph traffic from the date noted against each —

- Lilma from 9th May 1932
 Bhawri from 8th November 1932
 Jaswantgarh from 15th November 1932

Local Advisory Committee

19 There are no Local Advisory Committees on this Railway

Alterations in Rates and Fares

20 **Alterations in Rates and Fares**—(a) From 1-4-1932 charges for III Class by Mail and Inter Class by Mail trains, fares for distances up to 50 miles on Marwar Railway Junction-Hyderabad (Sind) Section were enhanced by one pie per mile

(b) From 1-5-1932 the Degana-Sujangarh line was re-aligned from Sanvrad direct to Ladnun and consequently goods rates and passenger fares *Via* Sujangarh were enhanced by 4 miles

(c) From 1-7-1932 schedule C/S rates for Kerosene and Paraffin oil non-dangerous were cancelled

(d) From the 15th August 1932 wharfage and demurrage rules were revised

(e) From 1-2-1933 the basis of charge for 2nd class passengers was enhanced from 6 pies to 7½ pies per passenger per mile on the Jodhpur Railway in the case of Excursion Special trains

Stations closed

21 **Closing or conversion of stations into Flag Stations**—No station was closed or converted to a Flag station excepting temporarily for Administrative purposes

22 Measures taken to meet conditions created by Motor Bus Competition — Motor Bus Competition

The competition has increased on certain sections on which trains have been temporarily cancelled, mainly on Jodhpur-Marwar Railway Junction Section. In order to try to attract passenger traffic back to the Railway 1 Up and 2 Down Mails have now been timed to stop at all stations between Lum Junction and Marwar Junction. In addition 3 Up Mail has been timed to stop at 3 stations between Mirpur Khas and Hyderabad for this purpose. It is hoped to overcome a proportion of the road competition to Ladnun by the new re-alignment of the Degana-Sujanagarh Branch through Ladnun.

23 **Publicity.**—Reciprocal advertising is in operation. Under this system advertisements of this Railway appear free in the Time Tables of Foreign Railways and we reciprocate by publishing their advertisements in our Time Table. It is hoped that this will be to our mutual advantage. Similar arrangements have been entered into with Messrs Thomas Cook & Sons, Ltd., Messrs Grindlay & Co., and Messrs D. B. Taraporevala Sons & Co. in respect of their published literature. Several enquiries have been received and answered as a result of these advertisements. Publicity

24 Two cattle fairs were held during 1932, one at Tilwara and the other at Parbatsar during the months of April, August and September respectively. Fairs

The Runcha Fair near Phalodi was held during the month of September 1932.

For some of the local fairs one or more special trains were run at each occasion and for some additional facilities were provided.

25 No difficulty was experienced in meeting goods traffic requirements.

Difficulties in meeting goods traffic requirements

26 Goods trains are marshalled only for local stations. All vacuum fitted wagons are now, however, attached immediately in rear of engines in order to provide more Brake power.

Marshalling of goods trains for long distances

27 There are two systems of train working in force on this Railway namely,
(a) Absolute Block System
(b) Train Staff & Ticket System

Methods of train working in force

28 The Train Control system is in operation on sections Kuchaman Road to Marwar Junction (including Fedusar Branch) and Lum Junction to Hyderabad (Sind). Total length of the Control line (excluding loops) is 519.47 miles.

Train Control

29 Method of Station Signalling in force on this Railway is as under —

Method of Station Signalling

(i) *Wayside stations* —

(a) Kuchaman Road-Hyderabad

Lum Junction-Marwar Junction. These stations are all provided with isolation of Main lines and semi-interlocked systems of Key-locking with the following signals —

Warner

Outter

Two-armed Home Signals

(b) Branch Lines —

Stations on Branch Lines are worked on Outters only.

(ii) *Junctions* —

Two junctions are fully interlocked and the remainder are semi-interlocked.

Passengers travelling
without tickets

30 The position was as under —

(1) No of passengers found travelling without proper tickets etc	No	7,260
(2) Amount collected —	Rs	
(a) Fare . .		6,242
(b) Penalty		3,201
(c) Miscellaneous, including luggage		3,278
(d) Total		<u>12,721</u>
(3) No of cases in which passengers were prosecuted —		
	Under Section 112	Under Section 113
(a) Success-ful	No 148	48
(b) Unsuccessful	„ 8	
(c) Total	„ 156	<u>48</u>

Rolling Stock

- Addition to Equipment 31 One double 2nd class and one Inspector's Rest Van (four-wheeler) have been put into commission
- Experience in the use of Alkaline Cells 32 This Railway has no experience of Alkaline Cells in case of ordinary Coaching Stock
- Experience with engine fitted with Caprotti and Lentz valve gear 33 This Railway has had no experience with engines fitted with Caprotti or Lentz valve gear
- External Lighting of trains 34 The carriages on this Railway are not equipped with external lights
- Plant and Machinery 35 The following machines were purchased during the year under review —
- 1 30' H S Band Sawing Machine
 - 2 Two E L Drills for Jodhpur Shed
 - 3 Hauck Burner for Wheel Shop
- Improvements 36 22 Bogie Open wagons have been fitted with bull channels
- 19 Brake Vans Goods have been fitted with two side-light lamps on each
- Lighting — Electric lights are being fitted in latrines of 3rd class carriages
- Provisions of latrines — One overhead tank has been provided to serve two latrines in one bogie 3rd class carriage
- 7 new Coaching Bodies have been built on old underframes
- 1 roof of a Logie Fruit Van has been altered to Elliptical type
- 5 Tenders of P Class engines have been fitted with Water connections
- 7 Wagons have been provided with 2 sides and 1 flap door in place of wooden door

1 Third class 4 wheeler carriage was fitted with Vacuum brakes

16 latrines of 3rd class carriages have been enlarged to provide a minimum space of 12 sq ft

5 Engines have been fitted with Vacuum brake

4 Vehicles of Breakdown trains have been fitted with Vacuum pipes and 1 bogie vehicle with a search-light

11 fans have been provided in 2nd class compartments and one fan in Rest Van

1 Tram Crew's Rest Van has been provided with certain facilities for the comfort of Drivers

Spring hangers of 7 bogie travelling water tanks have been altered to a new design owing to the excessive breakages of the hangers of old design

Two bogie 3rd class carriages running on Hyderabad-Dwarka service have been equipped with cells and Dynamos removed from 2 T P P H running between Marwar Junction and Hyderabad (Sind) only

37 An improved system of painting coaching vehicles has been introduced, a definite time period being allowed between the different filling, painting and varnish coats

Innovations

Top bunks of upper class coaching vehicles have been covered on the lower side with cloth in stead of Pegamoid

Arrangements were made to reduce the quantity of teak wood used in building and repairing passenger and goods vehicles by substituting cheaper wood

38 One set of shop made A Z type switch gearing has been fitted to a C Z dynamo in carriage No 1611 This conversion has been approved

Experiments

To overcome the difficulty experienced in coupling up our slip connectors with the Kent Coupler, a "Fool proof Adapter" has been introduced which will fit both the male and female Kent Coupler at one end and over three slip connectors at the other

Foot-board lights on Dining Cars are now being controlled by the opening and shutting of the door resulting in reduced Ampere load on cells

Adapter plugs are being supplied to all engines enabling the Driver to obtain light under any derailed vehicle or for the re-packing of a hotbox

Latrines in 3rd class compartments are being floored with Portland Cement instead of Zinc sheeting

As a result of exhaustive trials, it has been definitely proved that varnish is cheaper than Duco for use inside coaching vehicles

Axle boxe. of Engine Tenders are being packed with Kappa

39 Nil

Progress made in the adoption of extended Locomotive runs

40 Mirpurkhas shed has been temporarily equipped with a Second hand lathe and drill machines driven by an oil engine

Miscellaneous events in connection with Locomotives

Number & tractive
efforts of Locomotives,

41 The statement below shows the number and tractive efforts of Locomotives up to 31st March 1933

Class	Total No	Tractive efforts of each	Total tractive efforts
T	5	15,541	46,623
EL	7	8,450	59,150
F	12	9,625	1,16,220
IO	7	7,766	54,362
"	3	6,875	26,625
"	2	9,430	18,860
Q	6	8,351	50,106
M	11	13,922	1,53,142
MS	10	15,957	1,59,570
HG (A)	5	19,584	97,920
HG (B)	6	20,525	1,24,950
HG (C)	3	20,525	62,475
P	21	12,518	2,62,878
SP	10	14,291	1,42,910
I	1	6,557	6,557
Total	107		13,82,348

Fuel Economy

42 Statement showing comparative figures of coal consumption —

Year	Lbs per 1000 gross Ton Miles		
	Passenger & proportion of Mixed	Goods & proportion of Mixed	Shunting per Engine Mile
1931-32	168.4	157.3	24
1932-33	149.3	144.5	24
Difference	19.1	12.5	
Savings in Rupees	32,004	23,922	
	Total Saving	= Rs 55,926/-	

MISCELLANEOUS

Staff Benefit Fund

43 An Annual maximum charge of Rs 4,000/- was sanctioned against the General Revenues of the Jodhpur Railway as a contribution to this Fund

The fund was utilised for the following purposes —

- 1 Supply of newspapers to clubs at Headquarters and districts
- 2 Supply of books for libraries of Institutes at Jodhpur, Merta Road and Mirpur Khas
- 3 Supply of Sporting Goods
- 4 Tournaments and refreshments in connection therewith
- 5 Grant-in-Aid to Sardar Aushadhalaya, Jodhpur

Institutes

44 There are at present 6 Institutes at the following stations —

- | | | |
|-------------|----------------|-----------------|
| (1) Jodhpur | (2) Barmer | (3) Mirpur Khas |
| (4) Luni Jn | (5) Merta Road | (6) Degana |

Besides the above Institutes the staff at out-stations are supplied with sporting goods

45 The following tournaments were played during the year —

Tournaments

- (1) Jodhpur Railway Indian institute Tennis Doubles (Open) Tournament at Jodhpur
- (2) Gordon Chess Tournament at Jodhpur
- (3) Rodgers Football Challenge Cup Tournament at Jodhpur
- (4) Major Evans Football Cup Tournament at Barmer
- (5) Major Temperley Football Tournament at Mirpur Khas
- (6) Stirling Hockey Shield Tournament at Jodhpur

Teams from all the above mentioned Institutes took part in these tournaments

46 The 50 years, Jubilee of the Jodhpur Railway (1882-1932) was commemorated on Friday the 3rd March, 1933 on which occasion His Highness the Maharajah Sahib Bahadur formally opened the magnificent pavilion presented by the Darbar in commemoration of the Jubilee at the Railway Sports Ground

Railway Jubilee

His Highness the Maharaja Sahib Bahadur presented Sanads to six members of the Railway for exceptionally long, meritorious and distinguished services and commemoration Plaques to 159 members of the staff who had rendered not less than 25 years, continuous service on the 24th June 1932, granted a payment of Rs. 2/- to each of the mental staff who had at least one year's continuous service and 7 days' extra leave and a set of local line passes to all other staff, and also awarded an annual scholarship of Rs 500/- to the son of a Railway employee

In addition to the above, Jubilee Celebrations included Sports and entertainments of various kinds, viz, Motor Scavenging Competition, a Carnival, Gymkhana Sports, Dinner parties, Dances, Dramas and Cinema shows to cover the five holidays from 1st March 1933 to 5th March 1933

As a token of the affection and esteem in which His Highness is held by all the staff of the Railway, Mr J W Gordon, Manager of the Railway on behalf of the entire staff of the Jodhpur Railway presented His Highness with a life size portrait of himself

His Highness thanked Mr Gordon and through him all the staff for the generous gift expressing his deep appreciation of the devotion and loyalty shown by the Railway staff

47 There has been a change in the procedure of purchase and stock of books, forms and stationery

Changes in Stores procedure

A Stores committee comprising of the Loco & Carriage Superintendent, Auditor of Accounts and Controller of Stores, has, since last year, been constituted to scrutinise all purchases of stores valued over Rs 1,000/- and to put up their recommendations to the Manager for sanction

Retrenchment

48 The various directions in which economy was effected are as under —

- (1) Reduction of Surplus staff
- (2) Keeping vacancies in abeyance
- (3) Superannuation of staff over 55 years of age
- (4) Reduction of all kinds of consumable stores and the substitution of cheaper stores for those previously in use
- (5) Reduction in supply of free uniform and clothing
- (6) Reduction in forms and stationery

The total estimated saving effected amount to about Rs 2,81,477/- out of which the savings due to reduction of staff amount to Rs 2,00,182

Inspection of Senior Government Inspector

49 The senior Government Inspector of Railways inspected the following sections of this Railway during the period under reference —

Degana to Jodhpur 91 miles	by Inspection Special
Jodhpur to Phalodi 81 miles	by Ordinary train
Luni Junction to Jodhpur 20 miles	—do—
Luni Junction to Hyderabad 309 miles	by Inspection Special
Samdari to Raniwara 95 miles	—do—

50 Statistical Results

Coal Consumption

Particulars	1929 30	1930 31	1931 32	1932 33
	lbs	lbs	lbs	lbs
Coal consumption per engine mile Passenger & mixed	43 5	44 0	43 1	40 7
Coal consumption per engine mile goods	65 6	67 3	68 3	62 3
Coal consumption per engine mile Shunting	31 5	32 7	23 8	24 1
Coal consumption per 1000 gross ton miles passenger and proportion of mixed	164 3	165 5	168 4	149 3
Coal consumption per 1,000 gross ton miles goods and proportion of mixed	157 1	155 7	157 3	144 8

The coal bills during the year under review absorbed 25 68 days' earnings against 25 76 days' gross earnings in the previous year

Average speed of trains

Particulars	1929 30	1930 31	1931 32	1932-33
Passenger	18 3	18 5	19 8	19 5
Mixed	13 0	13 0	13 1	13 3
Goods (Main Line)	10 7	11 0	11 0	11 0
Goods (Branch Line)	10 7	11 0	9 01	9 44

Engine oil Consumption

Particulars	1929 30	1930 31	1931 32	1932 33
	Pints	Pints	Pints	Pints
Passenger and mixed per 100 engine miles	5 68	5 84	5 88	5 96
Goods per 100 Engine miles	4 88	4 83	5 0	5 36

Particulars	1920-21	1921-22	1922-23	Average train load (in Vehicles in terms of 4 wheelers)
Passenger .	220	200	190	210
Goods (Main line) .	540	560	540	550
Goods (Branch line)	230	220	210	230

Particulars	1920-21	1921-22	1922-23	Average station wagon load
Coal and Coke .	104	110	108	107
Heavy Merchandise .	501	475	491	489
Light Merchandise .	331	254	278	288

I have the honour to be

Sir,

Your most obedient servant,

J W GORDON,

MANAGER,

Jodhpur Railway

Jodhpur Railway.

ANNUAL REPORT

1932-33.

SECTION II.

Capital and Revenue Accounts.

(Financial Statements)

JOHNPUR GOVERNMENT PRESS, JOHNPUR

JODHPUR RAILWAY.

Annual Report for 1952-53

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No 1—Statement of Capital outlay authorised

No	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway Khadro Branch	Total for the System
				Rs	Rs	Rs	Rs
			Total Capital Outlay on final heads as per accounts upto end of the year ending 31st March 1932.	4,35,12,604	84,24,191	8,58,657	5,27,95,452
1240-B	19-3-1932	Railway Board	Further Capital Outlay on final heads during the year	.			.
F.P. II Ry 4/1/7086	7-9-1932	Ag. Vice President State Council Jodhpur	Budget for 1932-33 (Final heads)	1,71,196	1,83,000		1,83,000
F.P. II. Ry. 4/5/1318	14-12-1932	—do—	Budget for 1932-33 (Suspense heads)	—1,69,693			—1,69,693
			Total	4,35,11,107	86,07,191	8,58,657	5,29,79,955

No V—Details of Capital Expenditure for the year ending
31st March 1938

Particulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	SIND LIGHT RAILWAY	Total Metre Gauge System
			Khadro Branch	
LINES OPEN FOR TRAFFIC	Rs	Rs	Rs	Rs
I. Structural Engineering works —				
(1) Preliminary Expenses	—1,785			—1,785
(2) Land	—433	2		—431
(3) Formation	—20,111			—20,111
(4) Bridge work	54,523	1,859		56,382
(5) Fencing	4,731			4,731
(6) Electric Telegraph	534			534
(7) Ballast and Permanent Way	28,804	1,16,338	252	1,45,394
(8) Stations and Buildings	74,697	—35	2,584	77,246
(9) Shore Connections for ferry steamers				
(10) Plant Construction				
Total	1,40,960	1,18,164	2,836	2,61,960
II Equipment (plant and furniture needed for equipment of open Line) —				
(1) Plant	—12,639			—12,639
(2) Stations and Office furniture				
(3) Motors, Lorries, Steamers or boats required for General purposes of the Railway but not for public traffic				
Total	—12,639			—12,639
III Rolling Stock —				
(1) Rail	27,351			27,351
(2) Motor Cars				
(3) Ferries				
Total	27,351			27,351
IV General Charges —				
V Collieries —				
(1) Block Account	—458			—458
(2) Plant and Equipment				
<i>Less—Amount reduced by Sinking Fund</i>				
Net				
VI Miscellaneous (interest during construction and other charges permitted as a debt to Capital in terms of relevant contracts)				
Total				
VII Exchange				
Total expenditure for the year	1,55,214	1,18,164	2,836	2,76,214
LINES IN COURSE OF CONSTRUCTION				
I Structural Engineering Works —				
(1) Preliminary Expenses	11,665			11,665
(2) Land	338			338
(3) Formation				
(4) Bridge work	11,484			11,484
(5) Fencing	783			783
(6) Electric Telegraph				
(7) Ballast and Permanent Way	—18,306			—18,306
(8) Stations and Buildings	562			562
(9) Shore connections for ferry steamers				
(10) Plant Construction				
Total	6,526			6,526
II Equipment (plant and furniture needed for equipment of open Line) —				
(1) Plant	—2,029			—2,029
(2) Stations and office furniture				
(3) Motors, Lorries, Steamers or Boats etc				
Total	—2,029			—2,029
III Rolling Stock —				
(1) Rail				
(2) Motor Cars				
(3) Ferries				
Total				
IV General Charges	252			252
V Collieries —				
(1) Block Account				
(2) Plant and equipment				
Total				
VI Miscellaneous				
VII Exchange				
Total expenditure for the year	4,719			4,749
GRAND TOTAL	1,59,963	1,18,164	2,836	2,80,963

No VII—CAPITAL ACCOUNT

JODHPUR-HYDERABAD RAILWAY—(British Section)

Dr

Cr

	Rs	By—	Rs
To expenditure incurred in India	68,17,798	I—Structural Engineering Works—	
To expenditure incurred in England		(1) Preliminary expenses	59,063
Stores @2s a rupee to end of 1931 32 Rs 17,88,750		(2) Land	77,999
Stores @1s 6d a rupee during 1932 33Rs Nil	17,88 750	(3) Formation	5,95,402
		(4) Bridge work	5,54,986
		(5) Fencing	3,04,806
		(6) Electric Telegraph	17,488
		(7) Ballast and Permanent Way	35,83,359
		(8) Stations and Buildings	18,16,395
		(9) Plant construction	9,547
		(10) Purchase of Jhudo line	11,48,649
		II—Equipment (Plant and furniture needed for equipment of open line) —	
		(1) Plant	40,753
		(2) Stations and Office furniture	
		(3) Motors, Lorries Steamers or boat, etc	
Miscellaneous		III—Rolling Stock —	
		(1) Rail	
		(2) Motor Cars	
		(3) Ferries	
		IV—General Charges	3,08,100
To charge for leave and pension allowance	20,522	V—Collieries —	
		(1) Block Account	
		(2) Plant equipment	
		Less—Amount redeemed by sinking fund	.
		Net —	
To charge for capitalization of abatement of land revenue,	40,022	VI—Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract)	
		Loss by exchange	27,238
		Total	85,43,785
		Suspense Accounts	64,193
		Total	86,07,978
		Less Receipts on Capital Accounts	
		Preliminary Expenses	5
		Ballast and Permanent Way	98
		Stations and Buildings	31
		General charges	1,296
		Total	1,430
		Net Capital Outlay	86,06,548
		Add—Charge for leave and pension Allowances	20,522
		Add—Charge for Capitalization of abatement of land revenue	40,022
Total	86,67,092	Total	86,67,092

Revenue Accounts for the year ending 31st March 1988

EXPENDITURE				EARNINGS			
Percentage on gross earnings.	Previous year	Particulars	Year ending 31st March 1933	Percentage on gross earnings	Previous year	Particulars	Year ending 31st March 1933
			Rs		Rs		R.
15.11	12,73,134	I—To General Administration	11,37,730	13.28	35,25,795	By Coaching traffic	37,26,893
17.01	14,33,830	II—To Ordinary Repairs and Maintenance	14,41,841	16.82	45,52,262	.. Goods traffic	43,71,851
23.94	20,17,534	III—To Operating Expenses	21,13,112	24.66	8,893	.. Electric Telegraph Earnings	10,627
7.34	6,18,422	IV—To Renewal and Replacement	5,41,077	6.31	3,40,051	.. Steam Locomotive earnings	4,61,264
63.40	53,42,920	Total Working Expenses	52,33,790	61.07	84,27,001	Total earnings	85,70,638
..	37,407	Deduct Share of Working Expenses of the worked lines (Non Budget)	42,792				
63.66	53,05,513	Total Working Expenses	51,90,998	61.33	93,517	Deduct—Share of earnings of worked lines (Non-Budget)	1,06,979
36.34	30,27,971	To Balance new earnings	32,72,661	38.67			
100.00	83,33,481	Total	84,66,659	100.00	83,33,484	Total Earnings	84,63,659

No VIII—(Continued)

JODHPUR RAILWAY—(Jodhpur Section)

Revenue accounts for the year ending 31st March 1933

EXPENDITURE				EARNINGS		
Percentage on gross earnings	Previous year	Particulars	Year ending 31st March 1933	Percentage on gross earnings	Previous year	Particulars
			Rs		Rs	Year ending 31st March 1933
14 69	9,31,790	I—To General Administration	8,21,838	13 21	25,23,878	By Coaching traffic
16 13	10,26,138	II—To Ordinary Repairs and Maintenance	10,33,749	16 61	35,04,566	„ Goods traffic
20 61	13,11,096	III—To Operating Expenses	12,96,566	20 84	7,374	„ Electric Telegraph Earnings
8 35	5,31,107	IV—To Renewals and Replacement	2,17,319	3 49	3,25,905	„ Steam boat earnings
59 78	38,03,131	Total Working Expenses	33,69,472	54 15	63,61,723	„ Sundries
		Deduct—Share of Working Expenses of worked lines (Non-Budget)				Total earnings
59 78	38,03,131	Total Working Expenses	33,69,472	54 15		Deduct—Share of earnings of worked Lines (Non-Budget)
40 22	25,58,592	To Balance net earnings	28,53,323	45 85		
100 00	63,61,723	Total	62,22,795	100 00	63,61,723	Total Earnings
						62,22,795

JODHPUR-HYDERABAD RAILWAY —(British Section)
(Including M K B Railway)

Revenue Accounts for the year ending 31st March 1933

EXPENDITURE				EARNINGS		
Percentage on gross earnings	Previous year	Particulars	Year ending 31st March 1933	Percentage on gross earnings	Previous year	Year ending 31st March 1933
	Rs		Rs		Rs	Rs
16.38	3,38,345	I—To General Administration	3,15,892	13.46	10,02,547	10,61,180
19.71	4,07,692	II—To Ordinary Repairs and Maintenance	4,08,092	17.38	10,51,337	12,07,288
34.21	7,06,438	III—To Operating Expenses	8,16,576	34.78	1,519	1,814
1.23	87,315	IV—To Renewals and Replacement	5,23,758	13.79	14,150	81,667
74.56	15,39,790	Total Working Expenses	18,64,318	79.41	20,69,553	23,52,258
	37,407	Deduct—Share of Working Expenses of the worked lines (Non-Budget)	42,792		4,075	4,190
76.19	15,02,383	Total Working Expenses	18,21,526	81.29	200	225
23.81	4,69,378	Less Balance not earnings	4,19,338	18.71	93,517	1,06,979
100.00	19,71,761	Total	22,40,864	100.00	19,71,761	22,40,864

MIRPURKHAS-KHADRO RAILWAY

Revenue Accounts for the year ending 31st March 1933

EXPENDITURE				EARNINGS		
Percentage on gross earnings	Particulars	Year ending 31st March 1933	Percentage on gross earnings	Previous year	Particulars	Year ending 31st March 1933
		R _s		R _s		R _s
	I—To General Administration	7,251	6.78	71,068	By Coaching traffic	77,177
	II—To Ordinary Repairs and Maintenance	28,110	26.27	22,001	„ Goods traffic	29,254
	III—To Operating Expenses			330	„ Electric Telegraph Earnings	437
	IV—To Renewals and Replacement	7,431	6.95	118	„ Steam boat earnings	111
	Total Working Expenses	42,792	40.00	93,517	Total earnings	1,06,979
60.00	Total Balance net earnings	64,187	60.00			
100.00	Total	1,06,979	100.00	93,517	Total Earnings	1,06,979

ABSTRACT A

Year ending 31st March 1933

No X—Maintenance of Structural Works

Year ending 31st March 1932

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Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	JODHPUR-HYDERABAD RAILWAY (BRITISH SECTION)				TOTAL			
			Jodhpur Railway		JODHPUR-HYDERABAD RAILWAY (BRITISH SECTION)		Total		Total	
			Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
			I—GENERAL ADMINISTRATION —							
			1—Management and Control —							
			(a) Salaries —							
			(i) Administrative and Executive officers							
70,709	17,925	52,781	63,725		63,725	24,651		24,651	89,109	
41,401	9,267	35,131	30,832	401	31,236	9,655		9,655	10,497	101
29,882	10,110	29,772	29,738		29,738	11,520		11,520	11,258	
			(ii) Office staff							
3,641	923	2,718	2,117	8	2,155	831		831	2,981	8
5,746	1,151	4,595	2,063		2,063	773		773	2,836	21
1,61,379	39,679	1,21,700	1,28,503	112	1,28,917	47,466		47,466	1,75,971	436
			(b) Travelling and other compensatory allowances							
			(c) Contingent office expenses							
			Total General Administration							
			II—ORDINARY REPAIRS AND MAINTENANCE —							
			1 Structural Works —							
4,23,470	1,17,079	3,06,391	3,05,271	19,795	3,25,069	96,173		96,173	4,01,717	28,591
14,902	1,127	10,175	17,158	2,819	20,007	3,073		3,073	20,231	1,307
13,636	5,068	9,568	9,736	2,080	11,816	6,858		6,858	10,594	2,538
3,243	7,413	21,990	21,384	3,094	24,178	8,938		8,938	30,322	4,132
			(i) Station Machinery (Signals Turntables Water columns etc)							
17,109	4,961	12,145	11,158	6,313	17,171	1,181		1,181	15,642	9,090
4,656	530	3,806	3,289	926	4,215	2,908		2,908	6,257	1,021
			(f) Shore connections at Fertilisers							
			(g) Miscellaneous (Fencing, Service, roads etc)							
13,611	5,457	8,154	1,092	5,527	7,219	1,056		1,056	2,718	7,792
5,164	1,023	3,511	361	1,071	1,432	61		61	422	1,030
269	118	121	52	48	100	34		34	116	90
			2 Equipment —							
			(a) Engineers' Tools and Plant							
			(b) Service motor Cars and trollies							
			(c) Furniture and sundries							

Year ending 31st March 1932

No X—Maintenance and Supply of Locomotive Power

Year ending 31st March 1933

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	TOTAL			
				Cash	Stores and Suspense	Total	Total
Rs	Ps	Rs	Ps	Rs	Ps	Rs	Ps
I—GENERAL ADMINISTRATION—							
(a) Management and Control—							
(i) Salaries—							
27,015	6,919	30,160	7,212	7,212	18,606	25,018	25,018
53,109	14,530	67,639	11,662	11,662	30,104	11,770	11,770
16,740	11,846	28,586	1,031	1,031	33,650	16,681	16,681
1,071	195	1,266	163	163	1,106	1,659	1,659
9,176	576	9,752	411	411	1,497	2,077	2,077
1,12,521	31,605	1,44,126	32,515	32,515	85,147	1,17,511	1,17,511
(b) Contingent office expenses							
591		591	166	166		591	
1,18,124		1,18,124	32,681	32,681	85,147	1,17,511	1,17,511
Total General Administration							
II—ORDINARY REPAIRS AND MAINTENANCE—							
1 Locomotives—							
(a) Running repairs							
1,60,118	19,711	1,79,829	21,195	21,195	1,25,922	18,776	1,27,168
2,00,126	50,783	2,50,909	29,987	29,987	1,28,653	49,531	1,78,187
(b) Workshop repairs							
		70,429			27,281	76,088	
		51,290			19,567	1,07,370	
(c) Return from manufacture suspense							
2 Rail Motors—							
(a) Running repairs							
(b) Workshop repairs							
3 Equipment—							
(a) Machinery and Tools							
9,068	2,195	11,263	1,271	1,271	796	1,923	7,560
551	216	767	1,110	1,110	516	711	2,667
415	113	528	139	139	83	195	795
1,017		1,017	1,212	1,212	21	2,767	2,853
(b) Service Motor Cars and trollies							
(c) Furniture and Sundries							
4 New Minor Works							
408,575	1,02,015	5,10,590	51,106	51,106	48,537	1,03,216	3,67,040
Total Ordinary Repairs and Maintenance							
III—OPERATING EXPENSES							
1 Running Staff—							
(a) Wages of Locomotive crews							
61,016		61,016	21,302	21,302	60,155	83,460	83,460
51,821		51,821	15,301	15,301	47,216	65,517	65,517
31,212		31,212	11,291	11,291	29,150	40,411	40,411
1,781		1,781	312	312	1,184	1,261	6,221
(b) Shed and yard cleaning, and fuelling staff							
(c) Contingent charges including clothing							
2 Fuel—							
(a) Coal							
1,05,902		1,05,902	—1,955	—1,955	90,515	—7,000	1,25,017
(b) Foreign							
(c) Oil Fuel							
1,11,056		1,11,056			37,027	1,25,017	
(d) Wood and other							
(e) Freight on Fuel—							
(i) Sea and Foreign Railway							
1,10,17		1,10,17	—40	—40	745	—112	1,09,801
1,73,075		1,73,075					3,61,022
75,182		75,182					74,179
7,521		7,521					6,117
(f) Locomotive and inspection fee on coal							

Year ending 31st March 1932

Year ending 31st March 1933

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ABSTRACT D

No. X—Maintenance and Working of Ferry Steamers and Harbours—Nil

ABSTRACT

No. X—Expenses of Traffic Department

Year ending 31st March 1933.

Year ending 31st March 1932

Total	Jodhpur Railway (British Section)		Jodhpur Railway		Jodhpur-Hydrabad Railway (British Section)				Total	
	Rs	Rs	Jodhpur Railway	Rs	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total
61,320	16,207	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
67,811	11,175	1,019	1,112	17,471	18,380	15,349	63,863	65,863	57,689	2,159
1,803	455	1,400	1,112	1,556	602	602	2,175	2,175	1,402	773
1,931	180	1,751	1,112	1,299	161	503	1,661	1,661	141	1,520
1,25,000	31,917	93,083	93,083	91,839	35,531	55,313	1,27,271	1,27,271	141	1,27,130
10,257	2,600	7,657	7,657	5,592	1,780	3,321	6,377	6,377	5,329	1,048
5,543	2,165	6,708	6,708	4,717	99	1,439	353	353	6,243	6,090
465	119	346	346	157	45	60	103	103	51	217
19,275	1,587	17,688	17,688	13,186	1,924	5,223	6,503	6,503	11,516	18,709
18,612	1,715	16,897	16,897	10,723	1,150	3,153	11,861	11,861	12	11,873
7,10,018	78,557	7,88,575	7,88,575	2,20,538	85,423	85,425	3,05,955	3,05,955	8	3,05,963
66,252	16,703	82,955	82,955	47,036	18,920	18,920	6,236	6,236	65,256	65,256
27,405	6,923	34,328	34,328	20,265	7,849	7,849	25,111	25,111	28,111	28,111
21,472	5,131	26,603	26,603	10,997	1,260	4,260	15,257	15,257	16,257	16,257
46,022	11,007	57,029	57,029	30,777	3,325	11,921	11,909	11,909	30,759	12,698
62,125	15,748	77,873	77,873	47,159	12,038	15,383	43,117	43,117	22,725	65,842
10,952	2,176	13,128	13,128	9,731	50	8,771	1,800	1,800	11,685	13,605
27,700	7,022	34,722	34,722	10,272	3,651	3,979	13,055	13,055	1,163	11,251
35,662	9,010	44,672	44,672	27,561	10,174	10,177	35,229	35,229	12	35,241

ABSTRACT D.

No X—Maintenance and Working of Ferry Steamers and Harbours—Nil

ABSTRACT E

Year ending 31st March 1933

No X—Expenses of Traffic Department

Year ending 31st March 1932

Total	Jodhpur Railway (British Section)	Particulars	JODHPUR RAILWAYS				JODHPUR-HYDERABAD RAILWAY (BRITISH SECTION)				TOTAL	
			CASH		STORES AND SUSPENSE		CASH		STORES AND SUSPENSE		CASH	STORES AND SUSPENSE
			Rs	P	Rs	P	Rs	P	Rs	P		
		I—GENERAL ADMINISTRATION—										
		(a) Management and Control—										
		(i) Salaries—										
		(1) Traffic Manager, Deputies and Assistants	1,000				1,000					
		(ii) Subordinate superintending staff	117				117					
		(iii) Office staff	1,000				1,000					
		(iv) Travelling and other compensatory allowances	1,000				1,000					
		(v) Contingent office expenses	112				112					
		Total General Administration	3,299				3,299					
		II—OPERATING REPAIRS AND MAINTENANCE—										
		(a) Equipment—										
		(i) Office and station furniture and appliances	7,557				7,557					
		(ii) Tarpaulins, wagon covers, etc	6,855				6,855					
		(iii) Service motor cars (rail and road) and trolleys	309				309					
		Total Ordinary Repairs and Maintenance	14,721				14,721					
		III—OPERATING EXPENSES										
		1 Salaries, wages and Allowances—										
		(a) General Operating staff (Inspectors, Canvasers, etc)	1,000				1,000					
		(b) Station Staff	2,121				2,121					
		(c) Train Staff	10,157				10,157					
		(d) Mileage and Overtime of train staff	20,885				20,885					
		(e) Travelling Ticket Examining staff	15,000				15,000					
		2 Fires, lights and general stores for stations and sheds	11,000				11,000					
		3 Lighting water and general stores in trains	10,000				10,000					
		4 Cleebling	8,176				8,176					
		5 Stationery, forms and Tickets	7,000				7,000					
		6 Expenses on handling, collection and delivery of goods—										
		(a) Loading and unloading charges	9,000				9,000					
		(b) Collection and delivery charges	2,000				2,000					
		7 Expenses at out agencies										

ABSTRACT F

No X—Expenses of General Department

Year ending 31st March 1933

Year ending 31st March 1932

Total	Jodhpur Railway (British Section)		Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)			Total		
	Rs.	Rs.	Rs.	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
				1,776	1,850	1,850	6,626	.	6,626
				25,202	10,921	10,921	39,126		39,126
				26,113	10,201	10,201	36,317		36,317
				3,929	9,269	9,269	33,109		33,109
				501	195	195	609		609
				1,153	562	612	2,015	250	2,265
				10,669	15,753	15,753	56,122		56,122
				72,182	27,960	27,960	1,00,112		1,00,112
				6,794	2,628	2,628	9,112		9,112
				2,628	1,019	1,019	3,616		3,616
				1,589	731	1,066	2,650	1,199	3,819
				9,767	3,783	3,783	13,550		13,550
				8,495	3,290	3,290	11,785		11,785
				23,801	9,060	9,060	32,151	—18	32,133
				789	306	306	1,095		1,095
				1,101	126	508	1,527	616	2,113
				8,018	3,118	3,113	11,106	—17	11,119
				11,031	4,282	4,297	15,333	50	15,389
				10,260					
				3,491					

Particulars

- 1—General Administration
 - 1 London Boards—
 - (a) Board of Directors and staff
 - (b) Auditors and Accounts
 - (c) Consulting Engineer's and Inspector's fees and allowances
 - (d) Office expenses and contingent notes
 - 2 Salaries of Secretary of State's General charges
 - 3 Charges in India for Government supervision Control and Audit
 - 4 Leave allowances in England
 - 5 Indian Management and Control—
 - (a) Agent's Office—
 - (i) Salaries of administrative and Assistant officers
 - (ii) Salaries of office establishment
 - (iii) Travelling and other compensatory allowances
 - (iv) Contingent office expenses
 - (b) Accounts and Audit Department—
 - (i) Salaries of Granted Officers
 - (ii) Salaries of office establishment
 - (iii) Salaries of outdoor inspection and verification staff
 - (iv) Travelling and other compensatory allowances
 - (v) Contingent office expenses
 - (c) Stores Department—
 - (i) Salaries of Granted staff
 - (ii) Salaries of Subordinate supervising staff
 - (iii) Salaries of office establishment
 - (iv) Travelling and other compensatory allowances
 - (v) Contingent office expenses
 - (vi) Cost of out door Manual Staff
 - (d) Cash and Pay Department

JODHPUR RAILWAY—(Whole System)

ABSTRACT 1

No XI—Coaching Earnings

Year ending 31st March 1932

Year ending 31st March 1933

Previous year	Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
29,73,123	1 Passengers —					
	(a) Full fares	38,813	1,28,163	98,057	29,24,032	31,89,035
42,500	(b) Reduced fares —					
	(i) Return tickets at reduced fares, week end and holiday excursion tickets	2,166	13,023	249	3,147	18,585
2,470	(ii) Season and zone tickets				2,694	2,694
22,357	(iii) Other description of concession tickets	2,511	2,141	746	15,657	21,355
5,713	(c) Military Passengers	618	1,088	231	2,219	4,156
	Total	44,108	1,44,715	99,283	29,47,719	32,35,825
30,44,113	Previous year	47,254	1,49,622	97,431	27,49,806	
18,803	2 Special trains and reserved carriages					44,900
51,867	3 Passengers' luggage					54,749
3,30,206	4 Parcels traffic —					3,07,927
	(a) Public Parcels					
120	(b) Service parcels					249
9,412	5 Other Coaching Traffic —					12,323
	(a) Rail and Road Motor Vehicles and carriages					
12,597	(b) Sundry					11,668
	6 Transport of Post Office Mails —					
	(a) Special postal trains					
50,525	(b) Hire and Haulage of postal vans and compartments					42,812
	(c) Post Office bags and parcels by weight					4,714
3,816	7 Miscellaneous Coaching Receipts —					3,945
	(a) Penalties levied for irregular travelling					
6,572	(b) Sundry					9,814
35,28,726					Total including refunds	37,28,951
2,911	8 Deduct —					
20	Refunds of earnings collected —					
	(i) Over charges					2,041
	(ii) Penalty levied for irregular travelling					17
2,931					Total Refunds	2,058
35,25,795					Total excluding refunds	37,26,893

An enhanced mileage charge of 10 ples of the actual mileage is levied on Makrana Parbottar, Pipa, Bilara, Mirpurkhas Jhudo and Mirpurkhas Jhudo sections.

*The mileage fares during the year 1933 were as under —

FIRST CLASS

From 1 to 150 miles

Ples per mile

24

151 miles and over to be added to the charge for 150 miles

18

SECOND CLASS

From 1 to 150 miles

12

151 miles and over to be added to the charge for 150 miles

9

INTERMEDIATE CLASS

From 1 to 150 miles

5

151 miles and over to be added to the charge for 150 miles

4

THIRD CLASS (Male)

From 1 to 150 miles

4

151 miles and over to be added to the charge for 150 miles

3

THIRD CLASS (Female)

From 1 to 150 miles

4

151 miles and over to be added to the charge for 150 miles

3

151 miles and over to be added to the charge for 150 miles

3

151 miles and over to be added to the charge for 150 miles

3

On 1st April 1933 the Jodhpur and Mirpurkhas passenger trains running between Marwar Railway Junction and Hyderabad (Sind) have for the first time been run by Mail coaches at the following fares:

First Class — 1st class fares by mail for the distance 1 to 50 miles only are charged at the rate of 6 ples per mile from 14 1/2.

Second Class — 2nd class fares by mail for the distance 1 to 50 miles only are charged at the rate of 5 ples per mile from 14 1/2.

JODHPUR RAILWAY—(Jodhpur Section)

ABSTRACT I

No. XI—Coaching Earnings—(Continued)

Year ending 31st March 1932

Year ending 31st March 1933

Previous year	* Traffic Mileage Fares	1st Class	2nd Class	3rd Class	4th Class	5th Class
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs.		P.	P.	R.	P.	P.
	1. Passengers —					
21,43,917	(a) Full fares	32,512	98,330	52,466	27,665	27,665
	(b) Reduced fares —					
6,879	(i) Return tickets at reduced fares					
	week end and holiday excursion tickets	962	1,188	236	2,459	7,744
775	(ii) Season and Zone tickets				739	7
17,677	(iii) Other description of concession tickets	1,843	1,674	645	13,511	17,677
3,117	(c) Military passengers	464	721	179	1,924	3,117
	Total	35,787	1,03,913	53,528	21,67,911	2,01,132
21,72,575	Previous Year	39,137	1,07,826	51,040	17,73,772	
19,676	2. Special trains and reserved carriages					44,000
38,875	3. Passengers' luggage					1,177
	4. Parcels traffic —					
2,32,333	(a) Public Parcels					2,15,029
109	(b) Service parcels					227
	5. Other Coaching Traffic —					
8,182	(a) Rail and Road Motor Vehicles and carriages					11,767
11,413	(b) Sundry					10,740
	6. Transport of Post Office Mails —					
	(a) Special postal trains					
36,808	(b) Hire and Haulage of postal vans and compartments					37,751
	(c) Post Office bags and parcels by weight					3,436
	7. Miscellaneous Coaching Receipts —					
2,354	(a) Penalties levied for irregular travelling					2,702
4,854	(b) Sundry					7,000
25,26,179					Total including refunds	2,47,462
	8. Deduct —					
	Refunds of earnings collected					
2,293	(i) Over charges					1,410
8	(ii) Penalty levied for irregular travelling					9
2,301					Total Refunds	1,419
25,23,878					Total exclusive refund	2,46,043

An enhanced mileage charge of 50% of the actual mileage for the Jodhpur Section is levied on all goods and passengers.

* For fares see remarks given in Abstract I for the whole system.

JODHPUR-HYDERABAD RAILWAY—(British Section)

ABSTRACT I

No XI—Coaching Earnings—(Continued)

Year ending 31st March 1932

Year ending 31st March 1933

Previous year	* Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
	1 Passengers —					
7,63,950	(a) Full fares	6,241	29,314	42,033	7,66,234	8,43,822
	(b) Reduced fares —					
33,374	(i) Return tickets at reduced fares, week end and holiday excursion tickets	1,178	9,510	14	282	10,984
1,003	(ii) Season and zone tickets				1,017	1,017
4,399	(iii) Other description of concession tickets	668	767	98	2,080	3,613
596	(c) Military passengers	154	367	52	295	868
	Total	8,241	39,958	42,197	7,69,908	8,60,304
8,03,322	Previous year	8,004	40,782	42,207	7,12,329	
132	2 Special trains and reserved carriages	"	"			
12,410	3 Passengers' luggage					13,493
	4 Parcels traffic					
96,684	(a) Public Parcels	"	"			91,504
11	(b) Service Parcels					14
	5 Other Coaching traffic					
1,230	(a) Rail and Road Motor vehicles and carriages					1,156
1,410	(b) Sundry					964
	6 Transport of Post Office Mails					
	(a) Special postal trains	"		"		
13,030	(b) Hire and haulage of postal vans and compartments					12,086
	(c) Post Office bags and parcels by weight					728
	7 Miscellaneous Coaching Receipts					
1,285	(a) Penalties levied for irregular travelling	"		"		1,131
1,939	(b) Sundry	"				2,910
9,31,477					Total including refunds	9,84,290
	8 Deduct —					
	Refunds of earnings collected —					
602	(i) Over charges					182
11	(ii) Penalty levied for irregular travelling	"	"			8
613					Total Refunds	197
9,77,442					Total excluding refunds	9,84,093

* A special mileage charge of 50% of the actual mileage is levied on Mirpurkhas-Jhudo section

* For fares see items given in Abstract I for the whole system

JODHPUR RAILWAY—(Mirpurkhas-Khadro Railway)

ABSTRACT 1

No XI—Coaching Earnings—(Concluded)

Year ending 31st March 1932

Year ending 31st March 1933.

Previous Year	Traffic Mileage Fares	1st Class	2nd Class	1st Class	2nd Class	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
65,256	1 Passengers —					
	(a) Full fares	54	512	3,556	6,911	7,982
2,237	(b) Reduced fares —					
	(i) Return tickets at reduced fares week end holiday excursion tickets	26	225			317
642	(ii) Season and Zone tickets				630	929
81	(iii) Other description of concession tickets				44	44
	(c) Military passengers					
	Total	80	737	3,556	7,585	11,958
68,216	Previous Year	113	1,041	3,764	6,755	
582	2 Special Trains and reserved carriages					
	3 Passenger's luggage					579
1,279	4 Parcels traffic —					
	(a) Public Parcels					1,374
	(b) Service Parcels					9
	5 Other Coaching Traffic —					
	(a) Rail and Road Motor vehicles and carriages					
74	(b) Sundry					79
	6 Transport of Post Office Mails —					
	(a) Special Postal train					
	(b) Hire and haulage of post vans and compartments					
678	(c) Post Office bags and parcels by weight					510
	7 Miscellaneous coaching Receipts					
177	(a) Penalties levied for irregular travelling					120
70	(b) Sundry					54
11,055	Total including refunds					17,197
	8 Deduct —					
	Refunds of earnings collected —					
16	(i) Over charges					22
1	(ii) Penalties levied for irregular travelling					
17	Total Refunds					22
71,040	Total exclusive Refunds					17,175

An enhanced mileage charge of 50% of the actual mileage levied on this branch

* For Fares see column beginning in this schedule for the whole system

ABSTRACT II.

No XI—Goods Earnings

Year ending 31st March 1932

Year ending 31st March 1933

Total	J Ry	J H Ry	M K B Ry	PARTICULARS	J Ry	J H Ry	M K B Ry	Total
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
14,784	13,180	1,604		1 Fuel —				
				(a) Coal and Coke —				
				(1) For the Public	12,829	2,213	36	15,078
27,420	18,142	9,263	24	(2) For Foreign Railways and Home line construction				"
18,710	10,388	7,116	1,206	(b) Oil Fuel	23,588	10,266	41	33,895
				(b) Firewood and other fuel	12,372	6,515	505	19,392
60,923	41,710	17,933	1,230	Total	48,789	18,994	582	68,365
42,83,062	32,95,642	9,67,525	19,895	2 General Merchandise	28,85,452	11,08,558	27,841	40,21,851
11,781	7,891	3,390		3 Military Traffic	7,006	3,691		10,697
5,896	5,246	650		4 Live Stock	19,049	980		20,029
				5 Railway Materials (Other than Coal & Coke) —				
29,779	22,267	7,512		(c) For Foreign Railways	18,408	6,139		24,547
32,591	25,670	6,731	180	(b) For Home Line Construction	56,856	8,696	35	65,587
				6 Service, maintenance, materials and Stores —				
				(a) Coal and Coke —				
91,669	82,903	8,761		(i) For Locomotive Department	90,622	9,314		99,936
				(ii) For Other Departments				
51,253	37,257	13,465	531	(b) Oil Fuel				
				(c) General Stores and Materials	46,816	11,844	554	59,214
45,66,444	35,18,591	10,26,017	21,836	Total	31,72,998	11,68,216	29,012	43,70,226
900	720	245	15	7 Miscellaneous Goods Earnings —				
14,463	11,247	2,890	333	(a) Demurrage	1,829	7,952	7	9,788
				(b) Wharfage and Storage	8,981	1,063	438	11,082
				(c) Sundries				
15,413	11,060	3,135	348	Total	10,810	9,615	445	20,870
45,91,887	35,30,551	10,29,152	22,184	Total including Refunds	31,83,808	11,77,831	29,457	43,91,096
				8 Deduct —				
				(a) Refunds of earnings collected —				
22,625	25,905	3,457	153	(i) Over Charges	15,069	3,970	203	19,242
				(ii) Demurrage Wharfage & Storage				
22,625	25,905	3,457	153	Total Refunds	15,069	3,970	203	19,242
43,69,262	35,04,646	10,25,695	22,031	Total excluding Refunds	31,68,739	11,73,861	29,254	43,71,854

No XI—ABSTRACT II—(Concluded)

Statement showing earnings from Goods Traffic for the year ending 31st March 1933

Name of Commodity	Inland Railways	Inter- provincial Railways	Mineral Railways	Total for the year ending 31st March 1933
Fuel—	P.	P.	P.	P.
Coal Coke and Patent fuel— For the public	12,522	2,213	37	14,772
For Foreign Railways & Home Line Construction				
Total	12,522	2,213	37	14,772
Oil fuel	23,545	10,000	41	33,586
Firewood and other fuel	12,372	6,516	555	19,443
Heavy Merchandise				
Rice in the husk	2,400	1,731	40	4,171
Rice not in the husk	75,540	54,475	1,623	131,638
Gram and Pulse	2,542,741	76,320	17	2,619,078
Wheat	1,03,901	94,031	5,566	1,99,498
Jowar and Bajra	1,40,645	14,924	266	1,55,835
Other Grains	1,34,376	47,642	154	1,82,172
Marble and stone	3,19,475	3,597	107	3,23,179
Salt	1,14,721	5,241	370	1,20,332
Sugar refined and unrefined	67,318	15,015	633	82,966
Wood unwrought	24,230	6,350	470	31,050
Metallic ores				
Oil seeds	2,22,764	85,935	2,522	3,11,221
Cotton Raw pressed	1,10,931	96,035	1	2,06,967
Petrol (in bulk)	61,740	25,452		87,192
Kerosene Oil (in bulk)	9,787	3,733		13,520
Molasses (in Bulk)				
Total heavy merchandise	16,41,552	5,29,777	12,754	21,84,083
Light Merchandise—				
Cotton raw unpressed	1,713	1,47,773	573	1,49,059
Cotton Manufactured	1,74,255	44,540	1,256	1,70,051
Fodder	36,952	5,973	174	43,099
Fruits and vegetables, fresh	25,296	10,510	324	36,130
Gur, Jagree Molasses, (not in bulk) etc.	1,15,140	6,107	270	1,21,517
Jute Raw	51	7		58
Iron and Steel wrought	1,52,131	63,772	765	2,16,668
Kerosene Oil in tins	75,477	34,697	422	1,10,696
Petrol in tins	19,312	5,070	3	24,385
Tobacco	45,150	15,372	251	60,773
Provisions	1,25,023	49,000	1,523	1,75,546
Manures (All kinds)	67	32		99
Total Light Merchandise	7,24,410	3,47,416	5,560	10,77,386
Other Commodities	5,04,001	1,77,795	9,524	6,91,320
Total (General Merchandise)	25,70,063	11,04,988	27,837	36,92,888
Mineral Traffic	7,000	7,491		14,491
Iron Steel	19,747	5,000		24,747
Building Materials	75,264	14,775	35	90,074
Materials and stores of revenue accounts—				
Fuel	6,722	8,734		15,456
General Stores and Materials	2,651	11,544	274	14,469
Total	1,27,437	21,353	274	1,49,064
Total All Commodities	31,97,560	12,27,336	28,135	44,53,031

ABSTRACT III

No XI—Miscellaneous Earnings.

31st March 1932

31st March 1933

Total	J Ry	J H Ry	M K B Ry	PARTICULARS	J Ry	J H Ry	M K B Ry	Total
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
8,942	7,423	1,189	330	1 Electric Telegraph Earnings	8,827	1,377	437	10,641
				2 Rents and Tolls —				
23,102	18,826	4,276		(a) Residential buildings	20,694	5,638	3	26,335
1,518	1,370	148		(b) Other buildings or rooms	1,171	152		1,323
3,032	2,376	590	46	(c) Land	2,834	583	43	3,460
				(d) Tolls on bridges				
27,652	22,592	5,014	46	Total Rents	24,699	6,373	46	31,118
				3 Receipts from Catering Department —				
				(a) Meals and refreshment in rooms and Ctrs				
				(b) Sales of Stores and wines				
				(c) Sundry receipts				
				Total receipts—Catering Department				
10,449	8,112	2,777		4 Overhead charges and profits recovered on sales of Stores and work done in workshops	8,603	3,374		12,177
404	227	77		5 Unclaimed and Unpaid wages and salaries				
				6 Sundry receipts —				
				(a) Advertisement fee	7	3		10
				(b) Fees on share transfer, etc				
30	23	7		(c) Excess in cash	28	10		38
13,511	9,626	3,813	72	(d) Other unclassified receipts	9,979	3,111	65	12,155
19,462	19,462			(e) Interest on Capital cost of J Ry Stores	19,821			19,821
18,056	18,056			(f) Interest on Capital cost of J Ry Machinery	20,165			20,165
				(g) Interest on Capital cost of electric light plant jointly used				
90,831	90,831			(h) Interest on Capital cost of Locomotives	1,01,327			1,01,327
1,32,664	1,32,664			(i) Interest on Capital cost of Vehicles	1,46,178			1,46,178
26,752	24,375	2,359		(j) Interest on Capital cost of Buildings	27,596	2,278		29,874
3,01,226	2,94,947	6,165	72	Total sundry receipts	3,24,101	5,402	65	3,29,568
				7 Credits on account of released materials from replacement and renewals	22,079	66,407		88,486
3,47,013	3,33,343	15,222	448	Total miscellaneous earnings including refunds	3,88,509	82,933	548	4,71,990
				8 Deduct —				
				(a) Refunds of earnings collected —				
				(1) Rents and Tolls				
	64	5		(2) Sundry receipts	76	23		99
	64	5		Total refunds	76	23		99
34,044	3,33,279	15,217	448	Total excluding refunds	3,88,433	82,910	548	4,71,891

JODHPUR RAILWAY.

No XII.—Statement of Outstanding Earnings for the year ending 31st March 1957

		Outstanding on				Particulars	
		In day of year		Date of completion of this year			
		P	A	P	A		
Due From construction accounts							
	Postal Department	15	1	3	8	Acceptance awaited	
"	" Government Civil	2,967	1	1	160	2	Payment awaited
	Military						
	Telegraph	232	12	1	15		Acceptance awaited
"	Public Companies and Traders	12,571	7	5	5	1	Payment awaited
"	Other Railways	5,175	11	2	158	1	Payment awaited
"	Traffic Department	1,31,157	10	9	160	11	Station charges
" On account of Carriage of Revenue Stores—							
"	From Engineering Department	3,168	13	0	1,211	9	
"	Locomotive						Acceptance awaited
"	Carriage and Wagon	239	9				
"	Traffic	364	1	0	56	5	6
"	Stores						
"	Medical						
"	Sundries						
Total		1,71,592	5	16	050	1	3

No XIII.—Statement of Surplus Profits for the year ending 31st March 1958.

—Nil—

JODHPUR-HYDERABAD RAILWAY —(British Section)

No XIV

Net Revenue Account for the year ending 31st March 1957.

Dr		Cr.
To Interest on Capital Outlay	Rs. 1	
„ Balance being surplus profits	Rs. 119	
Total	Rs. 120	
		By Net Earnings of the year ending 31st March 1957
		„ Balance, 1st March 1957—
		Total

Memo showing how the above interest has been calculated during the year ending 31st March 1957

Total Outlay to end of 1956

This half Outlay from (Rs.)

Interest is Rs.

For 6 months at 5%

*The figures will be adjusted later on

JODHPUR-HYDERABAD RAILWAY —(*British Section*)*No XV —Account of Total Net Receipt*

<i>Dr</i>			<i>Cr.</i>
To Net earnings to end of previous year	Rs 1,52,94,102	By amount outstanding at debit of Traffic Account	Rs —1,57,139
To Net earnings for current year	4,19,338	By amount outstanding at debit of Revenue Suspense	.
To amount of Demands payable at end of year	64,957	By Amount of Net receipts	1,59,35,536
To Foreign Railways			
TOTAL	1,57,78,397	TOTAL	1,57,78,397

No XVI —Interest Account.

<i>Dr</i>			<i>Cr</i>
To Amount of Net Receipts from Account No XV	Rs 1,59,35,536	By Interest to end of previous year	Rs 66,55,367
To Balance excess of interest on Capital on net receipts	"	„ Interest during current year	"
		„ Balance of net Receipts in excess of Interest of Capital Account	"
Total		Total	

* The figures will be advised later on

No XVII —Revenue Balance Sheet

<i>Dr</i>			<i>Cr.</i>
To Demands payable	Rs 64,957	By Traffic Account	Rs —1,57,139
„ Deposits		„ Deposits Private Companies	
„ „ unpaid wages		„ Miscellaneous Advances	
„ „ Fines		„ Cash	.
„ Foreign Railways	.	„ Surplus Profits Paid to Company	..
„ Net Revenue Account	1,57,13,440	„ Government	1,59,35,536
Total	1,57,78,397	Total	1,57,78,397

No. XVIII —Abstract of Returned Stores —Nil

JODHPUR RAILWAY.

(Metre Gauge System)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section) and Sind Light Railway, for the year ending 31st March 1933, are correct and have been prepared strictly in accordance with the orders in force.

E E C PRICE,
AUDITOR OF ACCOUNTS,
Jodhpur Railway
Dated the 27th June, 1933

J W GORDON, MAJOR
Manager,
Jodhpur Railway

Certificate respecting the Permanent Way, etc

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs, etc, have during the past year, been maintained in good working condition and repair

J W GORDON, MAJOR,
MANAGER,
Jodhpur Railway
Dated the 28th April, 1933

E E V TEMPERLEY, MAJOR,
CHIEF ENGINEER,
Jodhpur Railway

Certificate respecting the Rolling Stock, etc

I hereby certify that the whole of the Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have during the past year been maintained in good working order and repair

J W GORDON, MAJOR,
MANAGER,
Jodhpur Railway
Dated the 23rd April, 1933

I H STIRLING,
LOCO & CARRIAGE SUPERINTENDENT,
Jodhpur Railway

Confirmed

LAHORE, }
Dated the 10th May, 1933

H T de B BINGHAM,
SENIOR GOVT. INSPECTOR OF RAILWAYS,
Circle No 4

JODHPUR RAILWAY

ANNUAL REPORT

1932-33.

SECTION III

Analysis of Working

(Statistical Statements)

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SECTION III

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NO. 3—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1933—*Coaching Stock—(Mche Gauge)*

Line Item	Particulars			Number of other "available stock" at the end of the previous year		Changes in the "authorized stock" during the year				Changes in "available stock" during the year						Total		
	1st	2nd	3rd	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th			
1	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
2	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
3	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
4	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
5	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
6	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
7	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
8	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
9	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
10	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
11	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
12	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
13	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
14	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
15	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
16	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
17	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
18	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
19	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
20	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
21	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
22	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
23	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
24	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
25	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
26	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
27	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
28	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
29	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
30	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
31	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
32	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
33	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
34	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
35	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
36	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
37	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
38	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
39	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
40	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
41	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
42	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
43	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
44	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
45	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
46	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
47	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
48	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
49	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
50	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
51	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
52	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
53	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
54	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
55	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
56	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
57	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
58	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
59	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
60	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
61	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
62	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
63	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
64	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
65	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
66	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
67	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
68	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
69	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
70	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
71	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
72	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
73	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
74	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
75	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
76	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
77	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
78	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
79	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
80	9.56	14.26	8.02	715	650	1750	11	80	312	625	124	2	126	1	125	1	127	127
81	9.56	14.26																

No 1—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDLD 31/51 MARCH 1933—GOODS STOCK—MOTOR GEARAGE

[illegible]

Statement No. 9—Description of Railway Worked 1932-33

Item	Header	Units	Amount
9 01	Mean mileage worked	Miles	675.72
9 02	Number of stations	No.	147
9 02(a)	Number of block-huts branch working offices and car	No.	1
9 03	Total length of the following gradients—		
	(a) 1/50 and less	Miles	0.1
	(b) 1/51 to 1/60	"	
	(c) 1/61 to 1/100	"	1.1
	(d) 1/101 to 1/200	"	226.00
	(e) 1/201 to 1/300	"	66.73
	(f) Total [(a) to (e)]		293.83
9 04	Steepest gradient worked—		
	(a) Length	Miles	0.51
	(b) Inclination	"	1.50
9 05	Maximum degree of curvature and radius—		
	(a) Degree of curvature—		5
	(b) Radius in feet		716
9 06	Ratio of curve to total length of line (expressed as percent per cent)		8.63
9 07	Average amount of curvature per mile	Degrees	11.20

No. 12—Statement of Passenger Revenue Statistics

Item	Header	Amount
	Passengers originating on home line whether local or foreign (in hundreds)	
12 01	1st	1.1
12 02	2nd	16.7
12 03	Inter	91.4
12 04	3rd	2715.0
12 05	Total (Items 12 01 to 12 04)	2824.2
12 06	Other	327.1
12 07	Total (Items 12 05 and 12 06)	3151.3

No 8—Mileage Statement

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31ST MARCH 1933

Name of Railway	Gauge	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31st MARCH 1933				TRACK MILEAGE OPEN ON 31st MARCH 1933				MILEAGE OPENED DURING YEAR, 1932-33				ROUTE MILEAGE AUTHORIZED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1933				Classification	Mileage				
			Single line	Double line	Treble line, etc. as (details in foot note)	Total	Running track	Termination sidings	Commercial sidings	Total	Whether the Mileage opened as single double or treble, etc., or siding	Traffic for which opened	Working Agency	Constructing Agency	Sanctioned but not commenced	Under construction	Proportion of work completed on 31st March 1933							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Jodhpur Railway	3-3½	21-6-82	751 36	(a)	751 36	751 36	751 36	101 03	13 26	865 65					Jodhpur Railway	Jodhpur Dubar	(b)	19						
Jodhpur Hyderabad Railway— (British Section)	3-3½	18-5-02	174 11		174 11	174 11	174 41	38 05	5 22	217 68					British Govt	British Govt								
Murpurkhya Khadro Railway	1-3½	1-1-12	19 50		19 50	19 50	19 50	3 14	0 18	53 12					Sam Light Ry Co	Sam Light Ry Co								
Total			975 27		975 27	975 27	975 27	142 22	18 96	1136 45								19						

Classification	ROUTE MILEAGE OPEN ON THE 31st MARCH 1933				TRACK MILEAGE OPEN ON THE 31st MARCH 1933				ROUTE MILEAGE AUTHORIZED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1933			
	Single line		Double, treble, etc. lines as the case may be		Running track		Sidings		Sanctioned but not commenced		Under construction	
	2	3	4	5	6	7	8	9	10	11	12	13
1 Total State owned Railways—3-3½ gauge	174 11			174 11	174 41	217 68	43 27	217 68				
2 Total Other Railways—3-3½ gauge	800 86			800 86	800 86	918 77	117 91	918 77				
3 Total by gauges—3-3½ gauge	975 27			975 27	975 27	1136 45	161 18	1136 45				
GRAND TOTAL	975 27			975 27	975 27	1136 45	161 18	1136 45				

NOTE.—(a) Due to the direct alignment from Samvad to Suryagarh via Ladhun beuz 1 45 miles shorter than the old alignment Samvad—Ja wantgarh Suryagarh and the Jasw intgarh Ladhun line
(b) Bilara—Jaitaran—16 Miles
Phirodi—Pokaran 33 "

Statement No 9 —Description of Railway Worked 1932-33

Item	Heading	Gauge
		3'—3 $\frac{3}{8}$ "
9 01	Mean mileage worked . . . Miles	973.72
9 02	Number of stations . . . No	147.
9 02(a)	Number of block huts, branch booking offices and out-agencies No	1
9 03	Total length of the following gradients—	
	(a) 1/50 and less . . . Miles	0 51
	(b) 1/51 to 1/80 . . . "	
	(c) 1/81 to 1/100 . . . "	1 55
	(d) 1/101 to 1/200 . . . "	226 00
	(e) 1/201 to 1/300 . . . "	68 53
	(f) Total [(a) to (e)] . . . "	296 59
9 04	Steepest gradient worked—	
	(a) Length . . . Miles	0 51
	(b) Inclination . . . "	1/50
9 05	Maximum degree of curvature and radius—	
	(a) Degree of curvature— . . .	8
	(b) Radius in feet . . .	716
9 06	Ratio of curve to total length of line (expressed as percentage)	8 68
9 07	Average amount of curvature per mile . . . Degrees	11.20

No 12 —Statement of Passenger Revenue Statistics

Item	Heading	Amount or Number
	Passengers originating on home line whether local or foreign (in hundreds)	
12 01	1st . . .	1,8
12 02	2nd . . .	16,7
12 03	Inter . . .	81,4
12 04	3rd . . .	2,715,0
12 05	Total (Items 12 01 to 12 04) . . .	2,814,9
12 06	Other traffic . . .	327,1
12 07	Total (Items 12 05 and 12 06) . . .	3,142,0

No 12 —Statement of Passenger Revenue Statistics—(Contd)

Item	Heading	Amount or Number
	No of passengers carried (in hundreds)—	
12 08	1st	3,1
12 09	2nd	23,3
12 10	Inter	85,6
12 11	3rd	3,030,0
12 12	Total (Items 12 08 to 12 11)	3,142,0
	Passenger miles (in thousands)—	
12 13	1st	390
12 14	2nd	2,519
12 15	Inter	3,831
12 16	3rd	150,867
12 17	Total (Items 12 13 to 12 16)	157,607
	Average number of miles a Passenger was carried —	
12 18	1st	126 0
12 19	2nd	108 2
12 20	Inter	44 7
12 21	3rd	49 8
12 22	Total	50 2
	Earnings from passengers carried including refunds and remission (in thousands)—	
12 23	1st	44
12 24	2nd	1,45
12 25	Inter	99
12 26	3rd	29,48
12 27	Total (Items 12 23 to 12 26)	32,36
	Average rate (in pies) charged per passenger per mile —	
12 28	1st	21 7
12 29	2nd	11 0
12 30	Inter	4 98
12 31	3rd	3 75
12 32	Total	3 94
12 33	Total parcel earnings including refunds (in thousands)	3,08
12 34	Other miscellaneous coaching earnings including refunds(in thousands)	1,85
12 35	Total other coaching earnings (Items 12 33 to 12 34)	4,93
	Total coaching earnings (in thousands)—	
12 36	Total including refunds,	37,29
12 37	Refunds	2
12 38	Total excluding refunds,	37,27

No 12 —Statement of Passenger Revenue Statistics—(Concluded)

Item	Heading,	Number carried	Earnings
	Number of and earnings from passengers carried on the system—	No	Rs
	<i>Full fares—</i>		
12 39	1st	2,567	38,813
12 40	2nd	17,777	1,28,163
12 41	Inter	85,190	98,057
12 42	3rd	3,006,428	29,24,002
12 43	Total (Items 12 39 to 12 42)	3,111,962	31,89,035
	<i>Season and Zone tickets—</i>		
12 44	1st	.	
12 45	2nd	.	
12 46	Inter	.	
12 47	3rd	2,772	2,694
12 48	Total (Items 12 44 to 12 47)	2,772	2,694
	<i>Other traffic carried at less than full fares—</i>		
12 49	1st	529	5,295
12 50	2nd	5,492	16,552
12 51	Inter	425	1,226
12 52	3rd	20,843	21,023
12 53	Total (Items 12 49 to 12 52)	27,289	44,096
	<i>Total Traffic—</i>		
12 54	1st	3,096	44,108
12 55	2nd	23,269	1,44,715
12 56	Inter	85,615	99,283
12 57	3rd	3,030,043	29,47,719
12 58	Total (Items 12 54 to 12 57)	3,142,023	32,35,825

Number of and earnings from passengers carried on the system by zones excluding military passengers and passengers holding season tickets

Item	Zones	1—50 Miles				51—150 Miles				151—300 Miles				Over 300 Miles				Total			
		No	Percentage of total	Amount	Percentage of total	No	Percentage of total	Amount	Percentage of total	No	Percentage of total	Amount	Percentage of total	No	Percentage of total	Amount	Percentage of total	No	Percentage of total	Amount	Percentage of total
				Rs				Rs				Rs				Rs				Rs	
12 59	1st	828	26.94	2,931	7.23	1,609	52.36	18,464	45.56	195	6.35	4,278	10.55	441	14.35	14,851	36.66	3,073	9.70	40,530	100.00
12 60	2nd	10,430	45.13	14,756	10.44	7,757	33.56	43,867	31.04	914	3.95	10,408	7.37	4,012	17.36	72,271	51.15	2,5113	7.70	1,41,307	100.00
12 61	Inter	66,425	77.62	38,061	39.34	16,550	19.34	38,481	39.77	628	0.64	2,903	3.00	1,970	2.30	17,30	17.89	85,573	96.75	96,752	100.00
12 62	3rd	2,158,236	71.32	9,74,223	33.51	7,42,605	24.54	12,80,205	44.03	61,834	2.04	2,23,141	7.67	63,670	2.10	4,29,975	14.79	3,026,954	29.07	29,07,544	100.00
12 63	Total	2,235,919	71.25	10,29,911	32.32	7,68,521	24.49	13,81,017	43.35	63,571	2.03	2,40,700	7.56	70,043	2.23	5,34,410	16.17	3,138,054	31.86	31,86,128	100.00

No 13—Statement of Goods Revenue Statistics

Item	Heading	Amount or Number
	Tons originating on Home line (whether local or foreign)—(in thousands)	
13 01	Coal for the public	468
13 02	Coal for Foreign railways and Home line construction	
13 03	Coal for Home line	2,044
13 04	Grain and oil seeds	58,276
13 05	Other commodities (including other revenue stores)	486,187
13 06	Total (Items 13 01 to 13 05)	546,975
13 07	Other traffic	293,321
13 08	Total (Items 13 06 + 13 07)	840,296
	No of tons carried (in thousands)—	
13 09	Coal for the public	9
13 10	Coal for Foreign railways and Home line construction	
13 11	Coal for Home line	42
13 12	Grain and oil seeds	167
13 13	Other commodities (including other revenue stores)	622
13 14	Total (Items 13 09 to 13 13)	840
13 15	Actual number of tons carried on the system (in thousands)	840
13 16	No of tons terminating	573
13 17	No of tons of cross traffic	120
	Net ton miles (in thousands)—	
13 18	Coal for the public	1,010
13 19	Coal for Foreign railways and Home line construction	
13 20	Coal for Home line	8,804
13 21	Grain and oil seeds	39,029
13 22	Other commodities (including other revenue stores)	59,030
13 23	Total (Items 13 18 to 13 22)	107,873
	Average miles a ton of goods was carried—	
13 24	Coal for the public	115
13 25	Coal for Foreign railways and Home line construction	
13 26	Coal for Home line	208

No 13 —Statement of Goods Revenue Statistics—(*Concluded*)

Item	Heading	Amount or Number
13 27	Grain and oil seeds	233
13 28	Other commodities (including other revenue stores)	95
13 29	Total coal excluding coal for Home line	115
13 30	Total goods including coal	128
	Earnings from goods carried including refunds and remissions (in thousands)—	
13 31	Coal for the public	15
13 32	Coal for Foreign railways and Home line construction	
13 33	Coal for Home line	1,00
13 34	Grain and oil seeds	13,14
13 35	Other commodities (including other revenue stores)	29,41
13 36	Total (Items 13 31 to 13 35)	43,70
	Average rate (in pies) charged for carrying a ton of goods one mile—	
13 37	Coal for the public	2 87
13 38	Coal for Foreign railways and Home line construction	
13 39	Coal for Home line	2 18
13 40	Grain and oil seeds	6 46
13 41	Other commodities (including other revenue stores)	9 57
13 42	Total coal excluding coal for Home line	2 87
13 43	Total goods including coal	7 78
13 44	Total other goods earnings including refunds(in thousands)—	21
	Total goods earnings (in thousands)—	
13 45	Total including refunds, etc	45 91
13 46	Refunds	19
13 47	Total excluding refunds, etc	43,72
13 48	Total electric telegraph earnings (in thousands)	11
13 49	Total Sundry earnings (in thousands) (excluding refunds, etc)	4,61
13 50	Total gross earnings (in thousands) (excluding refunds etc)	85,71
	Steam boat earnings (already included in respective coaching and goods earnings)—(excluding refunds, etc) (in units)—	
13 51	Coaching	..
13 52	Goods	
13 53	Total	..

No. 14.—Statement of Revenue Earnings and Expenses rated against selected units for the year 1932—33

Item	Heading	Percentage or Amount	Remarks
	FINANCIAL RESULTS		
14 01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and Partly open <i>i e.</i> , on the revenue earning mileage Percent	*6 78	-J Ry 7.18 J H Ry 4 87 M K B Ry 7 45
14 02	Percentage of net earnings on paid up capital Percent		
	OUTLAY, EARNINGS AND EXPENSES <i>(Exclusive of steamboat Earnings and Expenditure on the Maintenance and working of Ferry Steamers and Harbours)—</i>		
14 03	Capital outlay per route mile Rs	50,444 1	J Ry 52,875 6 J H Ry 49,346 6 M K B Ry 17,403 9
14 04	Gross earnings (in thousands of rupees) Rs	85,71	
14 05	Gross earnings per mean mile worked Rs	8,802 0	
14 06	Gross earnings per mean mile worked per week Rs	168 8	
14 07	Gross earnings per train mile Rs	5 38	
14 08	Total working expenses (in thousands of rupees)Rs	52,34	
14 09	Working expenses per mean mile worked per	103 11	
14 10	Working expenses per train mile Rs	3 29	
14 11	Net earnings (in thousands of rupees) . . Rs	33,37	
14 12	Net earnings per mean mile worked Rs	3,426 9	
14 13	Net earnings per train mile Rs	2 10	
14 14	Cost per 1,000 gross ton miles (including weight of engines) Rs	9 44	
14 15	Percentage of total working expenses on total earnings Percent	61.07	
14 16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores Percent	60 80	
14 17	<i>Inclusive of Steamboat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours)—</i> Percentage of total working expenses on total earnings . Percent	61 07	

No 15 —Results of working.

Item	Heading	Amount or percentage
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC		
15 01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and Sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc Rs	47,61,899
15 02	Proportions, dividing expenditure in ratio of gross ton-mileage— Coaching Rs	20,90,528
15 03	Goods Rs	26,71,371
COACHING TRAFFIC		
15 04	Coaching earnings per train-mile Rs	4 75
15 05	Cost of hauling a passenger train one mile Rs	2 66
15 06	Profit on working a passenger train one mile Rs	2 09
15 07	Earnings per coaching vehicle per mile Pies	40 32
15 08	Cost of hauling a passenger vehicle one mile Pies	22 62
15 09	Profit on working a passenger vehicle one mile Pies	17 70
GOODS TRAFFIC		
15 10	Goods earnings per train-mile Rs	5 41
15 11	Cost of hauling a goods train one mile Rs	3 31
15 12	Profit on working a goods train one mile Rs	2 10
15 13	Earnings per goods vehicle per mile (excluding brakes) Pies	29 25
15 14	Cost of hauling a goods vehicle one mile Pies	17 87
15 15	Profit on working a goods vehicle one mile Pies	11 38
15 16	Cost of hauling a goods unit (<i>viz</i> , one ton) one mile Pies	4 75
15 17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of 5½ per cent per annum, Rs 15,17,932 Pies	7 46
15 18	Profit on working a goods unit (<i>viz</i> one ton) one mile Pies	3 03

No 16 —Statement of ton mileage

Item	Heading	Number in thousands
16 01	Net or freight ton miles (goods and proportion of mixed)	102,186
16 02	Gross ton miles (<i>excluding</i> weight of engine and departmental)— Passenger and proportion of mixed	175,034
16 03	Goods and proportion of mixed	224,594
16 04	Gross ton miles (<i>including</i> weight of engine but <i>excluding</i> departmental)— Passenger and proportion of mixed	221,262
16 05	Goods and proportion of mixed	270,767
16 06	Gross ton miles (<i>including</i> weight of engine and departmental)— Passenger and proportion of mixed	221,399
16 07	Goods and proportion of mixed	282,914

No 17 —Statement of Train and Engine Mileage

Item	Heading	Number in Thousands
17 01	<i>Train miles—</i> Passenger	346
17 02	Goods— (a) Main line	234
	(b) Branch line	9
	(c) Total	243
17 03	<i>Mixed—</i> (a) Passenger proportion	438
	(b) Goods proportion	517
	(c) Total	955
17 04	Passenger and proportion of mixed	784
17 05	Goods and proportion of mixed	760
17 06	Total (Items 17 04 + 17 05)	1,544
17 07	Departmental— (a) Passenger and total mixed	1
	(b) Goods	47
	(c) Total [Items 17 07 (a) + 17 07 (b)]	48
17 08	<i>Shunting Miles—</i> Passenger and proportion of mixed— (a) Shunting engines	96
	(b) Train engines	45
	(c) Total	141
	Goods and proportion of mixed— (d) Shunting engines	162
	(e) Train engines	52
	(f) Total	214
17 09	<i>Other engine miles—</i> Passenger and proportion of mixed— (a) Assisting required	2
	(b) Assisting not required	2
	(c) Light	6
	(d) Total 'Other' [Items 17 09 (a) to 17 09 (c)]	10
	Goods and proportion of mixed— (e) Assisting required	12
	(f) Assisting not required	4
	(g) Light	16
	(h) Siding	
	(i) Total 'Other' [Items 17 09 (e) to 17 09 (h)]	32
17 10	Departmental (including shunting)— (a) Passenger and total mixed	
	(b) Goods—Engineering	3
	(c) Total Goods	71
	(d) Total Departmental [Items 17 07 (a) & (b) + 17 10 (a) & (c)]	119
17 11	Total engine miles— (i) Traffic engine miles— (i) Passenger and proportion of mixed	935
	(ii) Goods and proportion of mixed	1,006
	(b) Total including departmental [17 10(d) + 17 11(a)(i) & (a)(ii)]	2,060

No. 18 —Statement of Engine Hours

Item	Heading	Amount or Number in hundreds
18 01	Train hours—Traffic Service—	
	(a) Passenger trains	17,2
	(b) Mixed trains—	
	(i) Passenger proportion	31,5
	(ii) Goods proportion	37,3
	(iii) Total	68,8
	(c) Goods trains—	
	(i) Main line	21,0
	(ii) Branch line	9
	(iii) Total	21,9
18 02	Shunting hours—Traffic Service—	
	(a) Passenger and proportion of mixed	28,2
	(b) Goods and proportion of mixed	42,8
18 03	Other engine hours—Traffic Service—	
	(a) Passenger and proportion of mixed	22,1
	(b) Goods and proportion of mixed	23,8
	(c) Siding engine hours	..
18 04	Total engine hours—Traffic service—	
	(a) Passenger and proportion of mixed	99,0
	(b) Goods and proportion of mixed (Including siding)	125,8
18 05	Departmental Engine hours—	
	(a) Passenger and total mixed	2
	(b) Goods	18,2
	(c) Total	18,4
	(d) Mixed—Passenger proportion	
	(e) Mixed—Goods proportion	1
18 06	Total engine hours [18 04 (a) and (b) + 18 05 (c)]	243,2
18 07	Percentage of train engine hours to total engine hours—	
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	49
	(b) Goods and proportion of mixed train engine hours to total engine hours (goods and proportion of mixed)	41

No 19—Statement of Vehicle and Wagons Miles

Item	Headings	Number in thousands or percentage
19 01	Passenger trains—	
	(a) Coaching vehicles ..	7,002
	(b) Other vehicles .	126
	(c) Total	7,128
19 02	Mixed trains (passenger proportion)—	
	(a) Coaching vehicles	10,349
	(b) Other vehicles	262
	(c) Total	10,611
19 03	Total Passenger and proportion of mixed—	
	(a) Coaching vehicles ..	17,351
	(b) Other vehicles	388
	(c) Total	17,739
19 04	Goods trains—	
	(i) Main line—	
	(a) Loaded	7,783
	(b) Total	12,983
	(c) Percentage loaded of total .	60 0
	(ii) Branch lines—	
	(a) Loaded ..	104
	(b) Total ..	210
	(c) Percentage loaded of total	49 5
19 05	Mixed trains (goods proportion only)—	
	(a) Loaded .	10,462
	(b) Total .	13,689
19 06	Grand total (Goods including proportion of mixed)—	
	(a) Loaded	18,349
	(b) Total	26,882
	(c) Percentage loaded of total ..	68 3
19 07	Departmental—	
	(a) Passenger and total mixed	17
	(b) Goods	1,809
	(c) Total ..	1,826
19 08	Brake Vans—	
	(a) Passenger and total mixed ..	898
	(b) Goods .	308
	(c) Total .	1,206

No 20 —Statement of running of trains and speed of goods Trains

Item	Heading	Number
		Railway's own trains
	Running of Passenger and mixed trains (Traffic)—	
	(a) Mail and important through trains—	
20 01	Total number of trains run	1,825
20 02	Number of trains not losing time	1,707
20 03	Percentage of trains not losing time	93 5
20 04	Average time table speed	19 5
	(b) Suburban trains—	
20 05	Total number of trains run	
20 06	Number of trains not losing time	
20 07	Percentage of trains not losing time	
20 08	Average time table speed	
	(c) Mixed trains—	
20 09	Total number of trains run	12,729
20 10	Number of trains not losing time	11,147
20 11	Percentage of trains not losing time	87 6
20 12	Average time table speed	13 3
	(d) Other passenger trains—	
20 13	Total number of trains run	730
20 14	Number of trains not losing time	638
20 15	Percentage of trains not losing time	87 4
20 16	Average time table speed	18 4
	Average speed of goods trains—	
	Through goods trains—	
	Trains miles per train engine hour—	
20 17	Main lines	14 0
20 18	Branch lines	9 03
20 19	Total	13 7
	All goods trains—	
	Train miles per train engine hour—	
20 20	Main lines	11 0
20 21	Branch lines	9 44
20 22	Total	10 9

No 21 —Statement of Shunting and Light Running

Item	Heading	Number
21 01	Passenger and Proportion of mixed— Shunting miles per 100 train miles	17 99
21 02	Light engine miles per 100 train miles	0 72
21 03	Light and assisting not required miles per 100 train miles	1 01
21 04	Goods and proportion of mixed— Shunting engine miles per 100 train miles	28 2
21 05	Light engine miles per 100 train miles	2 09
21 06	Light and assisting not required miles per 100 train miles	2 57

No 22 —Statement of Engine Usage

22 01	AVERAGE NUMBER OF ENGINES — Authorised stock	105
22 02	On line	108
22 03	Under or awaiting repair	9
22 04	Available for use	99
22 05	ACTUAL NUMBER IN GOOD REPAIR STORED — Maximum number in any one month	Nil
22 06	Minimum number in any one month	Nil
22 07	AVERAGE NUMBER IN USE DAILY ON — Passenger service	8
22 08	Mixed service	28
22 09	Goods service	8
22 10	Departmental service	4
22 11	Shunting including siding	7
22 12	Total	55
22 13	Spare	44
22 14	Maximum number in use on any one day	67
22 15	ENGINE MILES PER DAY — Per passenger engine	124
22 16	Per mixed engine	100
22 17	Per goods engine	101
22 18	Per engine in use	103
22 19	Per engine on the line	52
22 20	NET TON MILES — Per goods locomotive day on the line	4,634
22 21	Per goods locomotive day in use	10,182
22 22	Hours worked per day per engine available for use	6 73

No 23—Statement of Loads of Trains

Item	Heading	Number or Tons
AVERAGE TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS)		
Passenger trains—		
23 01	No of vehicles (in terms of four-wheelers)	No 21
Passenger including proportion of mixed—		
23 02	Gross weight (<i>including</i> weight of engine)	Tons 282
Goods trains—		
Main lines—		
23 03	Loaded wagons per train (in terms of four-wheelers)	No 33
23 04	Total wagons per train (in terms of four-wheelers)	No 55
23 05	Percentage loaded of total	60
Branch lines—		
23 06	Loaded wagons per train (in terms of four-wheelers)	No 12
23 07	Total wagons per train (in terms of four wheelers)	No 23
23 08	Percentage loaded of total	50
Goods and proportion of mixed (main and Branch lines)—		
23 09	Net or freight weight	Tons 134
23 10	Gross weight (<i>including</i> weight of engine)	" 355
23 11	Gross weight (<i>excluding</i> weight of engine)	" 295
No 24 —Statement of Vehicles and Wagons and their Usage		
Coaching Stock—		
Average authorised stock (in units)—		
24 01	Passenger carriages	No 231
24 02	Other coaching vehicles	No 89
Average number on the line—		
Passenger carriages—		
24 03	In units	No 234
24 04	In terms of four wheelers	No 396
Other coaching vehicles—		
24 05	In units	No 26
24 06	In terms of four-wheelers	No 33
24 07	Vehicle miles per vehicle day	Miles 111
Goods Stock—		
24 08	Average authorised stock (in units)	No 2,389
Average number of wagons owned—		
24 09	In units	No 2,389
24 10	In terms of four-wheelers	No 2,591
Average number of wagons on the line daily pooled and non pooled		
24 11	(in terms of four-wheelers)	No 2,792
Average wagon load—In terms of four wheelers		
Starting load—		
24 12	Coal and coke (including revenue coal and coke)	Tons 10 6
24 13	Heavy merchandise	" 8 88
24 14	Light merchandise	" 2 58
During the run—		
24 15	All traffic	Tons 5 57
24 16	Wagon miles per wagon day in terms of four-wheelers	Miles 25 3
24 17	Net ton miles per wagon day in terms of four-wheelers	Miles 100

No. 25 — Statement of Density of Traffic.

Item	Heading	Number
25 01	Passenger Miles per annum— per running track mile	162,894
25 02	Per route mile	162,894
25 03	Net ton miles per annum— Per running track mile	104,777
25 04	Per route mile	104,777
25 05	Gross ton miles per annum— Per running track mile	517,101
25 06	Per route mile	517,101
25 07	Train miles per running track mile per day	4 47
No 26 (a)—Statement of Repairs of Rolling Stock		
Engines—		
Average number under or awaiting repairs daily—		
In mechanical workshops—		
26(a) 01	Number	4
26(a) 02	Percentage of item 26(a) 01 to average total number on the line	3 70
In sheds and transportation workshops—		
26(a) 03	Number	5
26(a) 04	Percentage of item 26(a) 03 to average total number on the line	4 63
COACHING STOCK —		
Average number under or awaiting repairs daily (in units)—		
In Mechanical Workshops—		
26(a) 05	Passenger carriages No	26
26(a) 06	Other coaching vehicles No	3
26(a) 07	Percentage of item 26(a) 05 to average total number on the line	11·1
26(a) 08	Percentage of item 26(a) 06 to <i>ditto ditto</i>	11 5
In Sick lines and transportation Workshops—		
26(a) 09	Passenger carriages No	1·46
26(a) 10	Other coaching vehicles No	0 13
26(a) 11	Percentage of item 26(a) 09 to average total number on the line	0·63
26(a) 12	Percentage of item 26(a) 10 <i>ditto ditto</i>	0 50
Goods Stock—		
Average Number of unserviceable wagons daily (in terms of four-wheelers)—		
In mechanical Workshops—		
26(a) 13	Number	51
26(a) 14	Percentage of item 26(a) 13 to average number on the line daily	1 83
In sick lines and transportation Workshops—		
26(a) 15	Number	10
26(a) 16	Percentage of item 26(a) 15 to average number on the line daily	0 36
Average number of Hot boxes—(monthly)		
26(a) 17	Coaching	2 33
26(a) 18	Goods	6 17
26(a) 19	Coaching hot boxes per 10,000,000 vehicle miles	15 8
26(a) 20	Goods hot boxes per 1,000,000 wagon miles	2 58

No 27(a) —Statement of Coal consumption —(Continued)

	Number of tons of fuel consumed by locomotives—		
27(a) 01	Foreign coal	Tons	
27(a) 02	Indian coal	"	37,810
27(a) 03	Wood	"	200
27(a) 04	Oil fuel	"	
27(a) 05	Total (in terms of coal)	"	37,890
	Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc —		
27(a) 06	Foreign coal	Tons	
27(a) 07	Indian coal	"	3,607
27(a) 08	Wood	"	
27(a) 09	Oil fuel	"	
27(a) 10	Total (in terms of coal)	"	3,607
	Total fuel consumed—		
27(a) 11	Foreign coal	Tons	
27(a) 12	Indian coal	"	41,417
27(a) 13	Wood	"	200
27(a) 14	Oil fuel	"	
27(a) 15	Total (in terms of coal)	"	41,497

No 27(a)—Statement of Coal consumption—(Concluded)

Item	Heading	Amount or Number
	Average cost per ton (at pit's mouth or station of supply)—	
27(a) 16	Foreign coal Rs	
27(a) 17	Indian coal „	3 73
27(a) 18	Wood „	5 00
27(a) 19	Oil fuel „	
	Average cost per ton (including all freight, both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives)—	
27(a) 20	Foreign coal Rs	
27(a) 21	Indian coal „	16 14
27(a) 22	Wood „	5 00
27(a) 23	Oil fuel „	

No 27(b) —Statement of Coal Consumption by Classes of services

27(b) 01	Passenger and total mixed— Total tons of coal consumed	Tons	25,456
27(b) 02	Passenger and proportion of mixed— lbs of coal consumed per 1,000 gross ton miles	lbs	149 3
27(b) 03	Goods— Total tons of coal consumed	Tons	7,842
27(b) 04	Goods and proportion of mixed— lbs of coal consumed per 1,000 gross ton miles	lbs	144 8
27(b) 05	Shunting including siding (all Services)— Total tons of coal consumed	Tons	2 769
27(b) 06	lbs per engine mile	lbs	24 1
27(b) 07	Departmental— Total tons of coal consumed	Tons	1,745
27(b) 08	Total tons of coal used on all locomotive services	Tons	37,890
27(b) 09	Fuel consumed for other than Locomotive purposes— Water pumping stations	Tons	1,927
27(b) 10	Electric generating stations	„	
27(b) 11	Miscellaneous purposes	„	1,680
27(b) 12	Total	„	3,607

No 28—Statement of Efficiency

	Goods and proportion of mixed— Wagon miles—	
28 01	Per shunting engine hour (excluding departmental)	628
28 02	Per engine hour (including departmental)	187
28 03	Net ton miles (excluding weight carried in departmental trains) per engine hour including departmental	709
	Gross ton miles (including weight of engine)—	
28 04	Per engine hour including weight of engine and departmental	1,963
28 05	Per train engine hour excluding weight of engine and departmental	3,797

No 29—Statement of Commodities for the year 1932—33

Item	Commodity	Quantity originating on home line whether local or foreign	Other traffic	Total	Earnings from each commodity
		Tons In hundreds	Tons In hundreds	Tons In hundreds	Rs In hundreds
	<i>Fuel—</i>				
29 01	Coal and Coke and Patent fuel—				
29 02	For the public	5	8,3	8,8	15,1
	For Foreign Railway and Home Line Constructions				
29 03	Total	5	8,3	8,8	15,1
29 04	Oil fuel		2,0	2,0	33,9
29 05	Firewood and other fuel	5,3	7	6,0	19,4
	<i>Heavy Merchandise—</i>				
29 06	Rice in the husk	4		4	2,1
29 07	Rice not in the husk	3,4	9,0	12,4	1,51,7
29 08	Gram and pulse	1,8	34,8	36,6	3,30,7
29 09	Wheat	23,7	14,9	38,6	2,03,6
29 10	Jawar and Bajra	2,2	20,7	22,9	1,56,0
29 11	Other grains	3,4	17,1	20,5	1,77,4
29 12	Marble and stone	108,7	6,2	114,9	3,23,1
29 13	Salt	26,3	5	26,8	1,20,3
29 14	Sugar, refined and unrefined	3	9,8	10,1	85,1
29 15	Wood, unwrought	1,0	4,2	5,2	31,1
29 16	Metallic ores				
29 17	Oil seeds	23,4	12,7	36,1	3,12,2
29 18	Cotton, raw, pressed	15,3	3,6	18,9	2,06,9
29 19	Petrol (in bulk)		2,1	2,1	90,2
29 20	Kerosine oil (in bulk)		6	6	13,5
29 21	Molasses (in bulk)				
29 22	Total Heavy Merchandise	209,9	136,2	346,1	21,83,9
	<i>Light Merchandise—</i>				
29 23	Cotton, raw, unpressed	18,9	1	19,0	1,47,6
29 24	Cotton, manufactured	1,0	10,1	11,1	1,70,0
29 25	Fodder	7,1	1,1	8,2	43,0
29 26	Fruits and vegetables, fresh	1,7	3,4	5,1	56,1
29 27	Gur, jagree, molasses, etc (not in bulk)	4	13,7	14,1	1,21,6
29 28	Jute, raw		1	1	4
29 29	Iron and steel, wrought	1,6	11,1	12,7	2,16,7
29 30	Kerosine oil (in tins)	1	5,3	5,4	1,13,6
29 31	Petrol (in tins)	1	7	8	27,4
29 32	Tobacco	4	3,2	3,6	63,8
29 33	Provisions	3,8	10,2	14,0	1,76,5
29 34	Manures (all kinds)	6		6	7
29 35	Total light merchandise	35,7	59,0	94,7	11,17,4
29 36	Other commodities	40,6	34,0	74,6	7,01,3
29 37	Total General Merchandise	286,2	229,2	515,4	40,02,6
29 38	Military traffic		6	6	10,7
29 39	Live stock	1,2	2	1,4	20,0
29 40	Railway materials	68,2	10,4	78,6	90,1
	<i>Materials and stores on revenue account—</i>				
29 41	Fuel	2,1	40,2	42,3	1,00,0
29 42	General stores and materials	183,5	1,7	185,2	59,2
29 43	Total	185,6	41,9	227,5	1,59,2
29 44	Total—All commodities	547,0	293,3	840,3	43,51,0

No 30 —Analysis of operating expenses 1932—33

TABLE A

Maintenance of Structural Works

Details	Total Amount	Per equated track mile (645)	Percentage of total working expenses 52,33,790
	Rs	Rs	Rs
A I (i) Administrative and Executive Officers	88,409	137 07	1 69
A I (ii) Subordinate Supervising Staff	40,891	63 40	0 78
A I (iii) Office Staff	41,258	63 97	0 79
I Administration Total	1,76,409	273 50	3 37
A II 1 (a) TRACK—Ordinary repairs and maintenance	4,27,630	662 99 Per 100 lineal feet of opening per track	8 17
A II 1 (c) *BRIDGES—Ordinary repairs and maintenance	12,510	65 41 Per 100 square feet of plinth area per floor	0 24
A II 1 (d) †SERVICE BUILDINGS—Ordinary repairs and maintenance	19,581	2 65	0 37
A II 1 (f) ‡ RESIDENTIAL BUILDINGS—Ordinary repairs and maintenance	34,811	3 49	0 67
A II 1 (g) § SIGNALS AND INTERLOCKING—Ordinary repairs & maintenance	9,455	Per lever 6 06	0 18
A II 1 (b) (e) (h) (i) (j) and (k) OTHER ITEMS—Ordinary repairs and maintenance	24,608		0 47
A II (1) ALL ITEMS TOTAL—Ordinary repairs and maintenance (excluding credits)	5,23,922	Per equated Track mile 812 28	10 01
A II (2) Special Repairs and maintenance (excluding credits)	31,580		0 60
A II Total repairs and maintenance (excluding credits)	6,83,211	1,059 24	13 05
REPLACEMENT AND RENOVATION—	4,32,168	670 03	8 26
TOTAL MAINTENANCE OF STRUCTURAL WORKS—Less value of Stores returned to stock Abstract A	₹11,92,686	1,849 13	22 79

* Total lineal feet 19,124
area 996,963
worked line

† Total square feet of plinth area 738,496
§ Total Number of levers 1561

‡ Total square feet of plinth area 11,949/- on account of non Budget

Value of stores returned to stock amounts to Rs 99,102

No 30—Working Expenses—(Contd)

TABLE B

Maintenance and Supply of Locomotive Power

REFERENCE TO ACCOUNTS		Details	(a)	(b)	(c)	(d)	(e)
Abstract and minor head	Sub head		Total Amount	Per Engine mile Total engine miles (2,060,154)	Per 1,000 gross ton miles Total gross ton miles 504,312,542	Per train mile Total train miles (1,592,216)	Percentage of total expenditure under Abstracts A to G 52,33,790
			Rs	As	Rs	As	
B-I	1	GENERAL ADMINISTRATION TOTAL	1,18,128	0 92	0 23	1 19	2 26
II		ORDINARY REPAIRS AND MAINTENANCE					
	1	<i>Locomotives—</i>					
		(a) Running repairs	1,80,790	1 40	0 36	1 82	3 45
		(b) Workshop repairs—	1,78 487	1 39	0 35	1 79	3 41
		(Outturn from manufacture suspense)					
	2	<i>Rail Motors—(Total)</i>					
	3	<i>Equipment—Total</i>	12,000	0 09	0 02	0 12	0 23
	4	<i>New Minor Works</i>	2,852	0 02	0 01	0 03	0 05
	5	<i>Replacement and Renewals—Total</i>					
		Total Ordinary Repairs and Maintenance	3,74,129	2 90	0 74	3 76	7 14
		OPERATING EXPENSES					
III	1	<i>Running Staff—Total</i>	1,95,690	1 52	0 39	1 97	3 74
	2	<i>Fuel—Total</i>	6,03,051	4 68	1 20	6 06	11 53
	3	<i>Water, Wages and Stores</i>	1,14,258	0 89	0 23	1 15	2 18
	4	<i>Oil tallow and other stores</i>	17,779	0 14	0 04	0 18	0 34
		Total (B III 3 and 4)	1,32 037	1 03	0 27	1 33	2 52
	5	<i>Rail Motors—Total</i>					
	6	<i>Payments to other Railways—Total</i>	32	0 00	0 00	0 00	0 00
	7	<i>Miscellaneous expenses—Total</i>	9,163	0 07	0 01	0 08	0 17
		Total Operating Expenses	9,39,973	7 30	1 87	9 44	17 96
		REPLACEMENT AND RENEWALS					
IV	1	<i>Rolling Stock—Total</i>	7,854	0 06	0 02	0 08	0 15
	2	<i>Motor Vehicles—Total</i>					
	3	<i>Plant</i>	10,313	0 08	0 02	0 10	0 20
		Total Replacement and Renewals	18,167	0 14	0 04	0 18	0 35
		TOTAL ABSTRACT B	14,50,397	11 26	2 88	14 57	27 71
		Deduct—Value of stores returned to Stock	8,372	0 07	0 02	0 08	0 16
		Less—Share of non Budget lines worked	9,253	0 07	0 02	0 09	0 18
		NET TOTAL	14,32 772	11 12	2 84	14 40	27 37

TABLE C

Maintenance of Carriage and Wagon Stock

Reference to accounts		Details	(a)	(b)	(c)	Percentage of total expenditure under Abstracts A to G (52,33,790)
Abstract and minor head	Sub head		Total amount	Per 1000 vehicle miles run by home and foreign vehicles	Per train mile	
				Total vehicle miles (")	Total train miles (1,592,216)	
			Rs	Rs	As	
C-I	1	General Administration—Total	97,375	2 10	0 98	1 86
II	1	Ordinary Repairs and Maintenance— Coaching vehicles—				
		(a) Running repairs	18,731	1 05	0 19	0 36
		(b) Workshop repairs— (Outturn from Manufacture Suspense) Passenger Carriages and Other Coaching vehicles	1,80,503	10 17	1 81	3 45
	2	Rail motors—Total				
	3	Goods wagons—				
		(a) Running repairs	31,884	1 11	0 32	0 61
		(b) Workshop repairs— (Outturn from Manufacture Suspense)	1,34,072	4 67	1 35	2 56
	4	Running repairs to Foreign Railway vehicles and wagons				
4A		Damages and Deficiencies to interchanged stock				
	5	Equipment—Total	9,856	0 22	0 10	0 19
	6	New Minor Works	4,886	0 11	0 05	0 09
	7	Replacement and Renewals—Total	Nil	Nil	Nil	Nil
		Total Ordinary Repairs and Maintenance	3,79,932	8 18	3 82	7 26
III		OPERATING EXPENSES				
	1	Inspection of running vehicles—Total	40,092	0 87	0 40	0 77
	2	Payments to other Railways—Total				
	3	Miscellaneous—Total	—827	—0 03	—0 01	—0 02
		Total Operating Expenses	39,265	0 84	0 39	0 75
IV		REPLACEMENT & RENEWALS				
	1	Rolling Stock—				
		(a) Coaching vehicles	45,147	2 54	0 45	0 86
		(b) Goods vehicles	41,316	1 44	0 42	0 79
	2	Plant	6,217	0 13	0 06	0 12
		Total Replacement and Renewals	92,680	2 00	0 93	1 77
		TOTAL ABSTRACT C	6,09,252	13 12	6 12	11 64
		Deduct—Value of stores returned to stock	755	0 02	0 01	0 02
		Less—Share of non Budget worked lines	3,734	0 08	0 03	0 07
		NFT TOTAL ..	6,04,763	13 02	6 08	11 55

Coaching Vehicle Miles

17,555,984

Goods Vehicle Miles

29,691,176

* Total

46,447,160

No 30-Working Expenses—(contd)

TABLE D

Maintenance and Working of Ferry Steamers and Harbours—Nil

TABLE E

Expenses of Traffic Department

REFERENCE TO ACCOUNTS		Details	(a)	(b)	(c)
Abstract & minor head	Sub head		Total Amount	Per train mile Total train miles *1,592,216	Percentage of total expenditure under Abstracts A to G 52,33,790
E-I	1	GENERAL ADMINISTRATION—Total	Rs 1,27,412	As 1 28	2 44
II		ORDINARY REPAIRS AND MAINTENANCE			
	1	Equipment Total	25,868	0 26	0 49
	2	Replacement and Renewals—Total			
		Total—Ordinary Repairs and Maintenance	25,868	0 26	0 49
III		OPERATING EXPENSES			
	1	Salaries, Wages and Allowances—			
		(a) General operating staff (Inspectors, Canvassers, etc)	14,876	0 15	0 28
		(b) Station Staff	3,05,964	3 07	5 85
		(c) Train Staff	65,256	0 66	1 25
		(d) Mileage and Overtime of train staff	28,114	0 28	0 54
		(e) Travelling Ticket Examining staff	15,257	0 15	0 29
	2	Fires, lights and general stores for stations and sheds	42,796	0 43	0 82
	3	Lighting, water and general stores in trains	65,842	0 66	1 26
	4	Clothing	13,572	0 14	0 26
	5	Stationery, Forms and Tickets	14,255	0 14	0 27
	6	Expenses on handling, collection and delivery of goods—Total	38,241	0 38	0 73
	7	Expenses at out agencies			
	8	Payments to other railways—Total	61,072	0 62	1 17
	9	Conference hire and penalty charges on inter-changed stock	41,656	0 42	0 79
	10	Compensation for goods, etc, lost or damaged—	—367	—0 00	—0 01
		Less—Sale proceeds of unclaimed and damaged goods			
	11	Miscellaneous Expenses—Total	1,732	0 02	0 03
		Total Operating Expenses	7,08,266	7 12	13 53
		TOTAL ABSTRACT E	8,61,546	8 66	16 46
		Deduct—Value of stores returned to stock	7,640	0 08	0 15
		Less—Share of non-Budget worked lines	5,472	0 05	0 10
		NET TOTAL	8,48,434	8 53	16 21

30
No 30.—Working Expenses—(contd)
TABLE F—Expenses of General Department

Reference to Accounts		Details	(a) Total Amount	(b) Per train mile	(c) Percentage of total expenditure under Abstracts A to G 52 33,790
Abstract and minor head	Sub-head			Total train miles 1,592,216	
I-J		GENERAL ADMINISTRATION	Rs	As	
	1	London Boards	6,627	0 07	0 13
	2	Share of Secretary of State's General Charges			
	3	Charges in India for Government supervision, control and audit			
	4	Leave allowances in England	39,126	0 39	0 75
	5	Indian management and control—			
		(a) Agent's Office	72,711	0 73	1 39
		(b) Accounts and Audit Department	1,73,441	1 74	3 31
		(c) Store Department	72,155	0 72	1 38
		(d) Cash and Pay Department	15,401	0 16	0 29
		(e) Medical Department	27 690	0 28	0 53
		(f) Telegraph Department	51,279	0 52	0 98
		(g) Police	23 808	0 24	0 46
	6	Miscellaneous expenses	198	0 00	0 00
		TOTAL GENERAL ADMINISTRATION	4,82,436	4 85	9 22
II		ORDINARY REPAIRS AND MAINTENANCE			
	1	Telegraphs	90,135	0 91	1 72
	2	Equipment	1,652	0 01	0 03
	3	Replacement and Renewals—Total—			
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	91,787	0 92	1 75
IV		REPLACEMENT AND RENEWALS			
	1	Electric instruments and telephones			
		TOTAL REPLACEMENT AND RENEWAL			
		TOTAL EXPENSES OF GENERAL DEPARTMENT	5,74,223	5 77	10 97
		Deduct—Value of stores returned to stock	369	0 00	0 01
		Less—Share of non-Budget worked lines	3,576	0 00	0 06
		NET TOTAL	5,70,278	5 77	10 90

No 30 —Working Expenses—(contd)
TABLE G —Miscellaneous Expenses

G I		GENERAL ADMINISTRATION	Rs	As	
	1	Law charges (less costs recovered)	1,774	0 02	0 03
	2	Rents of buildings and lands	62	0 00	0 00
	3	Rates and taxes			
	4	Contributions to Provident Institutions	69,600	0 70	1 33
	5	Gratuities	19,861	0 20	0 38
	6	Compensation (other than those included in E III, 10)			
	7	Educational grants	4,639	0 05	0 09
	8	Health and welfare service	18,479	0 18	0 35
	9	Publicity expenses	1,607	0 02	0 03
	10	Fire protection of railway property	275	0 00	0 01
	11	Expenses in connection with the I R C A	1,665	0 02	0 03
	12	Miscellaneous contributions and grants	5,008	0 05	0 10
	13	Passage money	13 077	0 13	0 25
		TOTAL GENERAL ADMINISTRATION	1,36,047	1 37	2 60
III		OPERATING EXPENSES			
	1	Indian charges and stores, excluding fuel	29,347	0 30	0 56
	2	Catering Department	2,070	0 02	0 04
	3	Miscellaneous expenses	3,95,416	3 97	7 55
		TOTAL OPERATING EXPENSES	4,26,833	4 29	8 15
		TOTAL MISCELLANEOUS EXPENSES	5,62,880	5 66	10 75
		Deduct—Value of stores returned to stock	59	0 00	0 00
		Less—Share of non Budget worked lines	9,808	0 09	0 17
		NET TOTAL	5,54,013	5 57	10 58

No 30 —Working Expenses —(Concl'd)

TABLES A to G

Summary

Details	Total Amount	Percentage of total	Remarks
I —General administration	Rs 11,37,808	21 74	
II —Ordinary Repairs and Maintenance	15,54,927	29 71	
III —Operating expenses	21,14,337	40 40	
IV —Replacement and Renewals	5,43,015	10 37	
Total	53,50,087	102 22	
Less—Value of stores returned to stock	1,16,297	2 22	
Total	52,33,790	100 00	

No. 31—Statement of Oil Consumption

Item	Heading	Number
31 01	Lubricating oil used on engines— Total pints—(Passengers and mixed services)	83,501
31 02	Total pints—(Goods services)	15,116
31 03	Pints per 100 engine miles—(Passenger and mixed services)	5 96
31 04	Pints per 100 engine miles (Goods services)	5 36
31 05	Lubricating oil used on coaching, goods and departmental vehicles— Total pints	45,785
31 06	Pints, 1,000 vehicle miles (Passenger and goods) in terms of 4 wheelers	0 96

No 32—Statement of Electric multiple unit Suburban train Statistics for 1932-33—Nil

No 33—Statement of Steam coach, Rail motor and Internal Combustion Coach performances for 1932-33—Nil

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APPENDIX B

Details of working of Company or State Collieries for the year 1932-33 . Nil

APPENDIX C

Statement of Staff

Item	HEADING	OPEN LINE				CONSTRUCTION				TOTAL			
		Gazetted Officers		Non gazetted Employees		Gazetted Officers		Non gazetted employees		Gazetted Officers		Non gazetted employees	
		No	Cost	No	Cost	No	Cost	No	Cost	No	Cost	No	Cost
101	Europeans — 1931-32	18	Rs	7	Rs	1	Rs		Rs	19	Rs	7	Rs
102	1932 33	16		8						16		8	
103	Statutory Indians — (a) Hindus— 1931 32	2		4,905				146		2		5,051	
104	1932 33	5		4,997				5		5		5,002	
105	(b) Muslims— 1931-32			1,583				13				1,506	
106	1932-33			1,596				5				1,601	
107	(c) Anglo Indians and Domiciled Europeans— 1931 32			21								21	
108	1932 33			17								17	
109	(d) Other Classes— 1931 32			76								76	
110	1932 33			81								84	
111	Total Statutory Indians — 1931 32	2		6,585				159		2		6,744	
112	1932 33	5		6,694				10		5		6,701	
113	Grand Total — 1931 32	20	3,42,351	6,592	23,12,290	1	7,068	150	15,910	21	3,19,349	6,751	23,28,200
114	1932 33	21	3,30,471	6,702	22,31,597		3,454	10	18,212	21	3,33,925	6,712	22,40,809
No of Temporary Staff		Other		Total 197		Hindus		Muslims		1931-32		1932-33	
1931-32		2		166		180		17		4		4	
1932-33						135		29		65		62	
												Included in Hindus	
												Included under other Classes,	

APPENDIX D—(Contd)

TABLE No 2—TRAIN ACCIDENTS

Accidents to Trains, Rolling Stock and Permanent Way etc reported during the year ending with the 31st March 1933 as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and number of passengers, railway servants and others killed or injured in each class of accidents

	Number			No of Passengers		No of servants		Others		Total all classes	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890)	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 Collisions between passenger trains or part of passenger train											
2 Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line											
3 Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed											
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line											
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed											
6 Collisions between light engines											
7 Derailments of passenger trains— (a) Due to trains travelling in the wrong direction through points (b) Other causes	1 2		1 2								
8 Other derailments— (a) Due to trains travelling in the wrong direction through points (b) Other causes		3	3								
9 Accidents due to failures of engines and rolling stock— (a) Failures of engines due to faulty design, material or workmanship in the mechanical Department (1) Boilers and tubes (To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise) (2) Machinery, springs, etc (To include all failures of engine on trains when the delay to trains is an hour or over Failures when merely shunting in yards are not to be included) (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff (1) Boilers and tubes, (To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise)											
Carried over	3	13	16								

TABLE No 2—TRAIN ACCIDENTS—(Concluded)

	Number			No of passengers		No of servants		Others		Total all classes	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890)	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Brought Forward	3	13	16							..	
(2) Other causes, (To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over Failures when merely shunting in yards are not to be included)		1	1								
(c) The failures of tyres,				..				..		..
(d) The failure of wheels,		..				..	..
(e) The failure of axles		1	1			..		..
(f) The failure of brake apparatus		9	9	..	..	..		
(g) The failure of couplings and draft gear		..							..
10 Accidents due to failure of permanent way, etc—											
(a) Broken rails						..					..
(b) The failure of tunnels, bridges, viaducts culverts, etc											
(c) The flooding of portions of permanent way	4		4	..							
(d) Slips in cuttings or embankments		..			..		
11 Accidents due to fire—											
(a) Fire in trains,	2		2	1	1	..	..			1	1
(b) Fire at stations or involving injury to bridges or viaducts											..
12 Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed		4	4				..	..	
(b) Trains running over cattle on the line		123	123			..			..
(c) Trains running over obstructions on the line		4	4				..				
(d) Trains running through gates at level crossings										..	
(e) Train wrecking— [To include accidents to trains (as defined in paragraph 1 chapter I of the General Rules for all open lines of railways in British India) which in the opinion of the authorised officer are caused by wilful tampering with the permanent way or by other means with the intention of wrecking trains]				..							
(f) Attempted train wrecking— (When in the opinion of the authorised officer the permanent way has been tampered with wilfully with the intention of wrecking a train although an accident to a train has not occurred)		..	..			..
(g) Miscellaneous											
Total	9	155	164	1	1			..		1	1

NOTE.—Average No of persons employed—4,259

APPENDIX D—(Contd)

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1933, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned

	NUMBER OF PASSENGERS		NUMBER OF SERVANTS		OTHERS		TOTAL ALL CLASSES	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 While ascending or descending steps at Stations								
2 By being struck by barrows, or by falling over packages, etc on platform								
3 From falling off Platforms								
4 Whilst loading,unloading or sheeting wagons								
5 Whilst moving or carrying goods at stations, etc								
6 Whilst working at cranes or capstans								
7. By the falling of wagon doors, lamps, bales of goods etc				1				1
8 From falling off, or when getting on or off stationary engines or Vehicles								
9 From falling off platforms, scaffolds ladders, etc								
10 By stumbling whilst walking on the line or Platforms				1				1
11 Whilst attending to stationary engines in sheds								
12 By being trampled on or kicked by horses								
13 Whilst working on the line or in sidings								
14 Miscellaneous				1				1
Total				3				3

(a) See rules 11 and 12 of Railway Board's Notification No 390-5 T-23 of 29th August 1923

TABLE No 4

Return of Accidents occurring during the year ending 31st March 1933 } Nil
on the Jodhpur Railway

APPENDIX D—(Concluded)

TABLE No 5

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1933, on the Jodhpur Railway

CAUSE	MOVEMENT CASES			
	Killed	Percentage	Injured	Percentage
1 Misadventure or accidental	1	100%		
2 Want of caution or misconduct on the part of the injured person				
3 Want of caution or breach of rules, etc on the part of servants other than the persons injured				
4 Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working				
5 Defective apparatus, appliances, etc, or want of sufficient appliances, safeguards, etc				
Total	1	100%		

APPENDIX E

Statement of rolling stock fitted with automatic brakes, vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1933

Item	Heading	Number or percentage
1	Gauge	Metre
	<i>Locomotives—</i>	
2 01	Total number on the line	107
2 02	Number fitted with automatic brakes	71
2 03	Percentage of total	66.3
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
3 01	Total number	319
3 02	Number braked	245
3 03	Percentage of total	76.8
3 04	Number piped	11
3 05	Percentage of total	3.45
	<i>Goods vehicles (including brake vans used indiscriminately on passenger, mixed or goods services but excluding cranes and their dummy trucks) —</i>	
4 01	Total Number	2,598
4 02	Number braked	9
4 03	Percentage of total	0.35
4 04	Number piped	1
4 05	Percentage of total	0.04
	<i>Passenger vehicles—</i>	
5 01	Total Number on the line	238
5 02	Number fitted for lighting with gas	
5 03	Percentage of total	
5 04	Number fitted for lighting with electricity	238
5 05	Percentage of total	100%
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
6 01	Total number	13
6 02	Number provided with latrine accommodation	13
6 03	Percentage of total	100%
	<i>Third class—</i>	
6 04	Total number	95
6 05	Number provided with latrine accommodation	95
6 06	Percentage of total	100%
	<i>Composite containing intermediate or third class accommodation—</i>	
6 07	Total number	92
6 08	Number provided with latrine accommodation	92
6 09	Percentage of total	100%
6 10	Total number of lower class carriages	200
6 11	Number provided with latrine accommodation	200
6 12	Percentage of total number	100%

Item 2 01—No. 107 includes one engine employed for shunting in the Mechanical Workshops, Jodhpur

Item 3 01—excludes —

(i) State Saloons

(ii) Relief or Accident Vans

7

5

12

But includes —

(i) Bogie Officers Carriages

(ii) 4 Wheeler Officers Carriages

(iii) Rest Vans 4 wheeler for inspectors

(iv) Rest Vans for Drivers or Train Crews

3

12

7

23

45

Item 3 02—Excludes 1 Bogie Accident Van

1

" 3 04— " 4 Vehicles of Relief Vans

4

Item 4 01—Excludes 1 Crane & 1 Dummy truck

2

But includes Departmental wagons as —

1 Water Tanks Travelling

2 Store Vans

3 Wheel Van

4 Open wagons 4 wheelers and Iron covered wagons 4 wheeler for moving scrap in Mechanical Workshops and Stores

5 Iron covered wagons for Motor Trolleys

6 Low sided open wagons with small tanks of water

60

2

1

5

6

5

79

Item 5 01—Includes 4 Dining Cars

Item 6 07—Includes 1st and 2nd class forming part of the whole Carriage including Inter & 3rd class as —

1st, 2nd, and Inter class Bogie

1st, 2nd, Inter and 3rd class Bogie, etc

4

20

APPENDIX F

Statement showing the cost of the Police Force and Watch and Ward Staff for the year 1932—33

Item	HEADING	Amount
		Rs
1	<i>Cost of the Police Force—</i> Contribution to local Government for Crime and Order Police	Nil
2	<i>Cost of Watch and Ward Staff—</i>	
2 01	Watchmen	20,489
2 02	Contingencies	3,319
3	Total cost to the Railway	23,808
4	<i>Total cost—</i>	
4 01	Per route mile	24 41
4 02	Per train mile	0 01

APPENDIX G

Statement showing the number of permanent appointments created and vacancies which occurred among officers of gazetted rank during the years 1931-32 and 1932-33 and how they were filled

Item	No of vacancies which occurred in previous years not filled in those year remaining to be filled	No of new appointments created during the year	No of vacancies which occurred during the year	No of appointments abolished during the year	No of new vacancies to be filled	No of vacancies not filled up during the year	No of vacancies actually filled	FILLED BY						Remarks
								Europeans	STATUTORY INDIANS				Total	
									Hindus	Muslims	Anglo Indians and Domiciled Europeans	Other classes		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1 Agency { 1931 32 { 1932 33														
2 Accounts { 1931 32 { 1932 33														
3 Engineering—														
3 01 Construction { 1931 32 { 1932 33														
3 02 Way and Works { 1931 32 { 1932 33		1		1	1		1		1				1	
4 Transportation—														
4 01 Operating (ex- { 1931 32 cluding working of goods sheds) { 1932 33			1		1	1								
4 02 Commercial { 1931 32 (working of goods sheds) { 1932 33				1										
5 Commercial { 1931 32 { 1932 33														
6 Mechanical Engineering— Locomotive Carriage and Wagon—														
6 01 Mechanical { 1931 32 (Workshop) { 1932 33				1										
6 02 Running { 1931 32 { 1932 33														
7 Stores Depts { 1931 32 { 1932 33			1	1										
8 Other Depts { 1931 32 { 1932 33														
9 Total { 1931 32 { 1932 33		1	2	1 3	2	1	1		1				1	
10 Percentage of { 1931 32 Europeans to No of vacancies filled { 1932 33														
11 Percentage of { 1931 32 Statutory Indians to No of vacan- cies filled { 1932 33													100%	

No temporary appointments created or filled during the years under review.